



**Opening address by the President of the Council of the  
International Civil Aviation Organization (ICAO),  
Mr. Roberto Kobeh González,  
to the Civil Air Navigation Services Organisation (CANSO)  
Global ATM Summit**

**(Bangkok, Thailand - 12 June 2011)**

Ladies and gentlemen, I am delighted to join you for the CANSO Global ATM Summit and 15th Annual General Meeting.

I would like to thank Air Chief Marshal Somchai Thean-anant, President of AEROTHAI, for his kind invitation to attend this event and for hosting such a gathering of senior air transport officials, as well as Mr. Graham Lake, Director General of CANSO for his invitation.

This anniversary meeting provides us with a timely opportunity to review progress toward the implementation of our common vision of an interoperable and seamless global Air Traffic Management (ATM) system – a system that applies to all users, during all phases of flight, and that meets agreed levels of safety, provides for optimum economic operations, is environmentally sustainable and meets national security requirements.

This is an extraordinarily complex global undertaking that requires unparalleled consultation and cooperation among all aviation stakeholders.

For ICAO, it means reaffirming and expanding our leadership in bringing together government and industry decision-makers responsible for turning that vision into reality.

Over the past few years, we have developed closer ties with these two groups in an effort to generate more productive dialogue between regulators and those responsible for designing and operating the world's air traffic management systems.

CANSO has played an essential role in this process and I wish to commend your organization for being forthcoming and consistent in sharing your views, experience and expertise with the world aviation community.

The cooperative approach will be more critical than ever given the anticipated growth in traffic. By 2030, we expect the number of departures to have doubled to about 50 million a year compared to 2010. If we don't act soon and decisively, this increase will lead to greater air traffic and airspace congestion, which in turn will exert mounting pressure on infrastructure and facilities already stretched to the limit in many parts of the world. The consequences will be more delays, reduced access to airspace, a negative impact on the environment and potential safety hazards.

It is our collective responsibility, working in unison, to ensure that the global air transport system can respond to demand in a harmonized manner.

To that end, ICAO has progressively shifted its focus on standards development and implementation planning, from a prescriptive-based to a performance-based approach, in line with various regional and national initiatives.

Prime examples of these are the NextGen and SESAR programmes put forward by the United States and the European Union, respectively, and which are in line with the ICAO Global ATM Operational Concept and are being integrated into the Global Air Navigation Plan.

To further promote global harmonization and allow other regions to benefit from NextGen and SESAR, ICAO is working with technical experts from these two programmes and several organizations such as CANSO, and also industry, to develop a comprehensive approach to planning and implementation of new technologies and capabilities. We are referring to this new approach as “Aviation System Block Upgrades”. Approaching implementation planning in this way requires that we address ATM improvements in a holistic manner, and consists of identifying a performance improvement including metrics, followed by the development of procedures, identification of necessary technology, outlining the business case, addressing the regulatory issues, defining a transition strategy and following through with demonstration trials.

This is very exciting as it will allow ICAO to understand what will be needed in terms of standards. States can begin budgeting early and manufacturing for ground and air systems can be planned and initiated so that interoperable systems can be sold on a value added competitive basis.

Among the benefits to be gained are greater effectiveness and efficiency of the global air traffic management system, which in turn will have a corresponding effect in reducing aircraft engine emissions and noise. The contribution to the greening of aviation will support the long-term sustainability of aviation.

We all understand the environmental challenge, but it is worth reiterating. CO<sub>2</sub> emissions from the aviation sector account for approximately 2 per cent of global emissions from human activity. Through consistent technological and operational improvements over the past 40 years, jet aircraft today are at least 70 per cent more energy efficient and quieter than their predecessors of the 1970s.

The projected growth in public demand for air transport, however, could exceed our ability to limit the impact of air travel on climate change unless we pursue our proactive course of action in finding and implementing new and aggressive solutions.

To measure the environmental advantages of these solutions, ICAO and CANSO are cooperating on the ICAO Fuel Savings Estimation Tool (IFSET). This innovation will be available in the near future free of charge to States and air navigation service providers.

As for safety, the ATM community can justifiably be proud of its contribution to the global effort. In spite of the phenomenal growth in traffic through the past 60 years, safety levels have remained consistently high on average. This enviable record underscores the exceptional collaboration between ICAO Member States and industry players, as well as the soundness of the regulatory framework comprised of the Chicago Convention, its Annexes and many universally-accepted legal instruments adopted by the international community.

As successful as we have been, there is nevertheless much room for improvement. Evidence provided by the Universal Safety Oversight Audit Programme reveals that several States still experience great difficulty in correcting safety-related deficiencies. Invariably, low levels of aviation activity in these States make it difficult for them to generate and allocate the resources needed, including in the critical ATM area. We need to support these States if we are ever to reduce the world accident rate and here again, cooperation between ICAO and air navigation service providers is central to progress.

As part of the ICAO safety framework, IATA, ICAO, the European Union and the United States have signed an agreement to share safety information and to support each other's safety efforts. Eventually this sharing of information will take into account audit results. We can only imagine the safety work that can be done from this rich source of information. As part of the overall effort, ICAO is developing a safety index of States by comparing the audit results with traffic growth. Eventually we will expand the sources of information used to create the index.

And here is where I believe CANSO is well positioned to carry out a very important function. Many of you may be aware of the IATA Operational Safety Audit or IOSA programme. This is an internationally recognized and accepted evaluation system designed to assess the operational management and control systems of an airline. The potential is enormous if we extend that to the air navigation service providers and to airports. So what I would now like to propose is for CANSO to consider establishing its own evaluation and audit programme. To create a little incentive, I will tell you that Airports Council International has agreed to establish such a programme for airports.

The next step would be for CANSO and ACI to sign the information sharing agreement that I mentioned earlier. The four main partners in aviation safety: the regulators, the airlines, the ANSPs and airports would then be under one safety umbrella. We would all share the important information coming from our evaluations, we would index States and providers of services and we would then focus our resources and work programmes where they are most needed and where they would yield maximum results. I truly believe this would provide the leap forward that is needed to improve safety as traffic grows. You will hear more about this from Nancy Graham, the Director of the Air Navigation Bureau at ICAO, in the near future.

The next item I would like to address with you is that of performance. With its Member States, ICAO has been working incessantly on the migration from a technology-driven to a performance-based air navigation system. The objective is to better meet the expectations of the ATM community in all key performance areas, in a cost-effective manner.

The emphasis on performance comes from the reality of a growing number of privatized air navigation service providers and the pressure for greater accountability. The ATM community must respond accordingly when designing, planning, implementing and operating the global air navigation system.

Work has progressed steadily thanks to the coordinated efforts of the Council, the Air Navigation Commission, panels of experts, industry partners and the Secretariat. ATM requirements and a set of performance-based transition guidelines have been developed, a global performance manual was produced and workshops have rolled out the methodology throughout the ICAO regions.

A milestone was reached on 30 November 2006 when the Council accepted the second amendment to the Global Air Navigation Plan. The Plan has become the baseline for measurable achievements as the global ATM system evolves from technology driven to performance based. ICAO expects to present a revision to the Global Plan at the 12th Air Navigation Conference in November 2012. This will be an on line document and will include everything needed, including the necessary links to support the planning for implementation of the Aviation System Block Upgrades that I mentioned earlier.

Ultimately, the successful implementation of a global air navigation system depends on cooperation among all members of the ATM community and greater integration of ICAO and air navigation service providers.

Accordingly, ICAO has, and will continue to maintain and expand coordination and collaboration with the ATM community, in large part through CANSO.

CANSO policies and guidelines material have demonstrated their value in improving ATM performance. In the Asia and Pacific region, where we find the highest traffic growth rates, CANSO has been working alongside IATA to promote hands-on solutions to region-wide challenges within the ICAO regional planning and implementation framework.

CANSO provides an effective platform for the ATM industry to share lessons learned and best practices with civil aviation administrations and aviation organizations across regions.

I encourage air navigation service providers and civil aviation administrations in the Asia and Pacific region to engage with CANSO at a time when we are implementing our global strategy for dealing with the overall challenge of growth.

Together, we have a formidable task ahead of us: to ensure the viability of the air navigation system of the future and its continued contribution to our global economy, in a safe, secure, efficient and environmentally sustainable manner.