

Mr. Chairman, Mr. President of the Council, Members of the Forum and Mr. Secretary General, may I also bid you welcome to the fine city of Montreal, Canada. It is with great privilege, on behalf of the Chief of the Air Staff of Canada's Air force, that I pass along his thanks to the International Civil Aviation Organization for offering us the opportunity to address such an august crowd in the opening ceremonies here today. For those visiting from abroad, I do hope you take the time to enjoy the many delights this great city has to offer.

Ladies and Gentlemen, a special gathering such as this brings together a diverse group of people like yourselves, experts in your own right, who represent every facet of air space application and because we live in a globalized interconnected world we cannot but work together to find better ways to manage one of the busiest mediums we have – that is the contiguous airspaces that connect each and everyone of us. But to do so requires a common understanding and degree of collegiality. I am always reminded that in the end our successes are founded on two simple but so fundamentally important factors – Trust and relationships.

We share common goals and interests and in the end what makes these work are the partnerships and the trust we have in them. As dedicated members of the global aviation community, we have an obligation to continually learn from one another about ways to enhance the security, and the viability of our airspaces.

So in Canada, like the rest of the world, we have essentially two primary users of airspace, military and civil. And while this has always been the case, now moreso than ever, the close interaction between both groups has become even more pronounced and vital to protecting our national airspaces and our common interests.

So this is my perspective on how we in the CF view airspace management and the importance of remaining plugged into the Canadian civil Air Navigation Service provider, NAV CANADA, for the conduct of safe and effective air traffic management and control.

Now some of you might be surprised to hear me say that there is a finite amount of airspace available to meet the needs of both civil and military users, given Canada's vast size. But if you were to look more closely at Canada, fully 80% of our population lives

within 200 miles of the US border, so traffic congestion can be a challenge in the tighter quadrants, and traffic management even more challenging over vast unpopulated areas. So yes, we too in Canada have restrictions and limitations that regulate and also constrain the type of activity and the avionics packages and certification need to operate within these environments.

And thrown in amongst the civil requirements is the military need to be able to operate in all kinds of airspace regardless of restriction. Reduced Vertical Separation Minima or Automatic Dependent Surveillance – Broadcast (ADS-B) are types of airspace that have specific requirements to operate within; access to this airspace may be required to train for air defence missions or to conduct actual air security operations. But when necessary, Scramble, Intercept, Recovery separation criteria is also used to safely manoeuvre military aircraft in any environment when the situation dictates. Air defence missions executed to respond to actual security operations is paramount. It is the number one priority. NAV CANADA responds quickly often by clearing airspace for military operations, providing clearances for military aircraft through congested airspace or acting as a relay when military communications are hampered.

We have specific agreements in-place that enables a rapid response to any threat. But we also recognize that activating these agreements can often seriously disrupt civil traffic, so we don't take it lightly and we do so with approval at the very highest levels. And even though our mantra is to train as we might fight, we practise these types of operations in as non-disruptive and as transparent a manner as we possibly can, but nothing is ever fully transparent, as you will understand.

For us, it boils down to two types of activities – daily training and domestic operations. Training ranges from coastal patrols by Maritime surveillance aircraft, to fighter aircraft air-to-air and air-to-ground combat practice, to heavy and medium lift fixed wing and rotary transport navigation flights, and of course the list goes on. Concurrent with this type of training is of course the principal task of conducting domestic defence and security with any one or a number of our assets engaged in either the prosecution of non-cooperative aircraft approaching our borders or of those transiting in domestic airspace, to support of national activities such as the Olympics, or Global Summits, including the critical SAR mandate, a role the Canadian Air Force is also charged with.

Coordination is key here. Covering vast areas in quick time requires not only close coordination, but the right tools to bring all of the active players up on common channels to coordinate quickly.

With respect to civil operations, we acknowledge that there is a requirement for greater access to airspace as well. We recognize that there is a need to reduce costs by enabling the civil user greater access to preferred routes at optimal altitudes and with a reduction of transit times. Economically, we also recognize expansion into new areas for the development of opportunities by commercial operators, not to mention the environmental responsibilities with increased greenhouse gas emissions. We recognize that NAV CANADA is required to be responsive to the changing needs of the users of the ANS system, to reduce the operating costs of the system thus resulting in a decrease in flying fees and to reduce the cost to users by permitting preferred routings that correspondingly reduce fuel consumption and transit times. The health of the civil system and commercial operations contribute to the economic health of our nation.

So it should come as a surprise to learn that, in Canada, there is no exclusive owner of airspace; rather it is the responsibility of the

military and NAV CANADA to manage it appropriately. The intent is to promote flexible airspace use for both military and civilian operators. We do this through a number of agreements together that describe and formalize the day-to-day interaction between our two systems. Common language and criteria make the job easier for both of us. And when national security is at stake, both of us work together as seamlessly as we can to support and execute our responsibilities. No system is without its flaws, but the best system is the one that can adapt and overcome. My experience certainly as former Director of Operations for Canada's Air Defence Sector during that fateful day on September 11, 2001, gives me the confidence that we can and we must work together. Again, it is about trust and relationships. Ladies and gentlemen, I thank you for the opportunity to speak to you today and wish you all a productive conference.