



**Keynote remarks by  
the Council President of the  
International Civil Aviation Organization (ICAO)  
Mr. Salvatore Sciacchitano,  
to the 2022 HERMES International Aviation Summit:  
*The Future of Air Transport***

*(Pre-recorded message, 8 December 2022,)*

*Dear participants in the 2022 Hermes International Aviation summit,*

I wish to first thank Dr. Kostas Iatrou for the kind invitation to join you today – even if my presence can only be virtual - and for the opportunity to say a few words ahead of your discussions on this year's theme of the *Future of Air Transport*.

To begin today, I would like to recall our very fruitful exchanges together earlier this year during the Hermes AGM & Leaders Forum on sustainability of the aviation industry.

At that time, and despite still dealing with the most significant connectivity crisis in air transport history, the aviation industry laid the grounds for an historic agreement for the future of the sector, sending a clear message to world governments that a Long-Term Aspirational Goal of net zero emissions by 2050 for international aviation is both feasible and desirable.

A few months later, States attending the 41<sup>st</sup> ICAO Assembly added fresh momentum to this initiative by building on more than two years of technical work conducted through ICAO, by hundreds of global experts, and agreed to their own NetZero 2050 trajectory so that we can pursue the decarbonisation of air transport in close alignment with the temperature goal of the Paris Agreement.

Such progress on aviation emissions was highly welcomed by participants at COP27 in Sharm El Sheikh, which I had the pleasure of attending and marks the start of a new journey for our sector.

The reduction of emissions already achieved on a per-flight basis over the past decades by airlines, airports, and aircraft manufacturers has been significant, but today hundreds of new projects are underway and bold action and decisions are needed to deploy cutting-edge aircraft and airport technologies, or realize enabling investment and policy environments.

ICAO remains fully devoted to providing a global multilateral platform to accelerate progress toward these objectives, and there are two areas in particular where our actions can be of particular support to industry's sustainability objectives.

One of these regards the urgent action now needed toward the large-scale deployment of sustainable aviation fuels and cleaner energies.

Prior to the 41<sup>st</sup> Assembly, ICAO launched the ACT-SAF programme to bring tailored Assistance, Capacity-Building and Training of SAF production and deployment to all ICAO States who need it.

To date, 55 States and 13 International Organisations, including several industry associations, have joined the ACT-SAF programme, and many more are expected to participate. The involvement of the air transport industry is key to help States develop their SAF markets, and so your contributions to the programme will be most welcome.

CORSIA, the global market based measure in aviation, is the second area where our work will be critical to industry expectations and objectives, and I am extremely pleased that its implementation remains fully on track.

Over the last three years, States and airlines have worked together to ensure the fulfillment of their CORSIA-related monitoring, reporting and verification requirements, achieving an admirable reporting level of 97% of global international aviation CO<sub>2</sub> emissions annually through the CORSIA Central Registry.

The role of the industry in driving ambitious sustainability targets for our sector has been instrumental, and I am confident this Summit can build on that foundation to help foster still higher-level global coordination and decision-making in this area.

2022 has been marked with much stronger recovery in air travel compared to last year, and in particular, international travel has gained significant momentum after the long stagnation resulting from global restrictions on international mobility.

Looking forward, ICAO's latest estimates project that the seat capacity offered by airlines globally this year should recover to around 75 per cent of pre-pandemic levels.

Air cargo volumes remained much more resilient to the pandemic's impacts, and ICAO is now working to monitor and analyze international logistics constraints for e-commerce in collaboration with the Universal Postal Union.

As this cycle of recovery continues, the air transport sector will increasingly rely on data-driven policy- and decision-making.

Direct access to reliable, accurate and comprehensive data will be the key enabler for authorities worldwide as they redesign flexible, scalable, and forward-looking national and regional aviation strategies to foster innovation and build resilience in the long term.

Building back better will also rely on overcoming protectionist approaches and opening the door to liberalization efforts to unlock all the socio-economic benefits that aviation offers, and it will further require that we review economic regulatory frameworks against the emerging and increasing international operations of unmanned aircraft systems.

Looking now to these new technologies and operations, first and foremost the digital transformation of the aviation system, and in particular the digital trust among aviation stakeholders, will be key to many of our new and traditional performance and capability expectations for next generation traditional and advanced air mobility (AAM).

This includes developing an international aviation trust framework, and more robust support for the cyber resilience of the aviation system. ICAO is also putting great focus on internal coordination of activities related to aviation cybersecurity across its relevant groups of experts. A new governance structure in ICAO for aviation cybersecurity has been developed, and its implementation is underway.

With respect to the innovations in aircraft and air services now arising globally, one of the major difficulties for design engineers who are utilizing “leading edge” technologies is the learning curve for both the manufacturing engineers and certification authorities.

Even though new model aircraft types may offer remarkable aerodynamic performance, or zero emissions propulsion solutions, being on ‘the leading edge’ too often still translates into significant time delays in bringing new designs and capabilities to market.

The drone and advanced air mobility sectors are continuously innovating entirely new aircraft concepts and technologies for world airspace, and regulators and certifiers have no choice but to work on them.

Some Aviation Authorities are developing new set of standards that will deal with the airworthiness certificates given to a broad range of new model aircraft, including drones and Electrical Vertical Takeoff and Landing Vehicles (eVTOLs) among many others.

As regulatory stakeholders continue these efforts to confront and address the need for greater innovation in how they work, at the same time new advanced air mobility projects and partnerships are continuing to explore new areas of progress and implementation.

Several such initiatives are now taking place all over the world, and ICAO will be supporting them by building on a Total Airport Management (TAM) concept.

This solution will allow for collaboration among all stakeholders to facilitate advanced air mobility and vertical take-off and landing operations at vertiports. It will also help airport facilities accommodate and integrate remotely piloted aircraft systems (RPAS), and electric and hydrogen-powered aircraft.

As the sector recovers from the impact of the pandemic and return to growth in the future, a large number of investments in the modernization and expansion of quality aviation infrastructure are required.

ICAO is therefore continuing its work to address the issue of sustainable funding and financing for aviation infrastructure development, notably to meet future capacity needs and relevant Sustainable Development Goals for States.

In closing I wish to underscore how interrelated many of our objectives for future air transport are, and how necessary it will be for ICAO to continue to serve as a platform for global cooperation among the many diverse new and traditional players the coming evolution will involve.

We are therefore transforming the Organization itself today to become better fit-for-purpose in this new normal which now confronts us, and we look forward to working with all air transport stakeholders in the years ahead as we realize this incredible new future for powered civilian flight.

Thank you for your attention.

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