



**Pre-recorded address by  
the Council President of the  
International Civil Aviation Organization (ICAO)  
Mr. Salvatore Sciacchitano,  
to the 2024 CANSO ATM Summit and 28<sup>th</sup> AGM  
11 June 2024, Baku, Azerbaijan**

*Dear participants in the 2024 CANSO Global ATM Summit and 28th AGM,*

It is truly a pleasure to address you, even if remotely, and I wish to thank very much the Director General of CANSO, Simon Hocquard for his invitation.

I also wish to take the opportunity to salute H.E. Rashad Nabiyev, Minister of Digital Development and Transport, and H.E. Mukhtar Babayev, Minister of Ecology and Natural Resources who will have the important responsibility of Presiding over the forthcoming COP29.

I hope to have the opportunity to meet both of them in person on that occasion.

I would like to share some thoughts on the pivotal role of Air Traffic Management (ATM) in shaping a safer, greener and a more efficient future for aviation.

In particular, I would like to emphasize that I make reference to the future of aviation in the moment when ICAO Member States are celebrating the 80th Anniversary of the Chicago Convention.

In fact, for ICAO these celebrations will not just be focused on the achievements of the last eight decades, but, more importantly, on the future of aviation in the next decades.

We estimate that between now and 2050 passengers using air transport will grow from approximately 4.6 billion to approximately 11.5 billion. 2 and a half times more passengers.

That means a corresponding increase of traffic in our airspace and a related increase of CO<sub>2</sub> emissions.

Air Navigation Service Providers and Civil Aviation Administrations must work collaboratively in order to handle this increasing traffic enhancing the already good safety records and unlocking ATM efficiency gains.

Collaboration and innovation in ATM will greatly contribute to a more efficient air traffic management.

I mentioned that the future of aviation must be safer, more efficient and greener.

This brings me to recall the Long-term Aspirational Goal (LTAG) of net-zero carbon emissions by 2050 decided by the ICAO Assembly in the Fall of 2022.

As I had the opportunity to underline in my address at the CANSO Airspace World in March 2023, an efficient use of operations will have an important role towards aviation decarbonization.

In this regard, I wish to recall that ICAO has decided to convene the Fourteenth Air Navigation Conference next August with the major focus on the contribution of an efficient air traffic management to decarbonization.

You all are invited to participate.

Entering in some more specific topics, I am pleased to say that ICAO is actively supporting the ATM aviation community in this transformative journey. Soon, the flight and flow information for a collaborative environment (FF-ICE) concept will address current flight planning limitations. This will facilitate a transition to a fully collaborative, trajectory-based operations (TBO) environment. New approach procedures using the unique capabilities RNP has to offer, aim to reduce fuel burn and emissions. The Global Aeronautical Distress and Safety System (GADSS) is also advancing, with the location of an aircraft in distress repository (LADR) improving search and rescue times. This not only speeds up rescue efforts but also brings peace of mind to everyone onboard, knowing that help is closer at hand.

Looking ahead, ICAO is reviewing proposals for enhanced provisions relating to air traffic flow management (ATFM) to further improve efficiency within the ATM system. The ICAO global plans for air navigation and aviation safety (the GANP and the GASP) serve as living documents, providing an up-to-date roadmap for States and ANSPs to make informed decisions on investments in new capabilities and implementations, ensuring a cooperative approach to ATM.

Air Navigation Services Providers, and consequently CANSO, are at the heart of this collaborative effort and will play a pivotal role in shaping a greener future for ATM. By working together, embracing change, and leveraging technological advancements, we can achieve our shared goal of net-zero carbon emissions by 2050 while maintaining the highest standards of safety, efficiency, and economic viability.

Our pursuit of a greener ATM must be driven by the understanding that we're not just shaping the future of aviation but improving the lives of millions around the world. Let us seize this opportunity to collaborate, innovate, and drive positive change. Together, we can build a sustainable and resilient future for Air Traffic Management.

Thank you for your attention, and I wish you all a successful and productive summit.