

**Introductory Panel**  
**Towards a Global Vision of Sustainable Air Transport**  
**(5-minute statement – 600 words.)**

**Moderator questions:**

- What do you understand by sustainable development and where does air transport fit into this?
- What do you think the role of international agencies such as ICAO have in sustainable development policy?

For air transport to be sustainable it must simultaneously and continuously contribute to socio-economic welfare while reducing its adverse effects on society and the environment.

New technologies, operational concepts and procedures in ATM, and improved airspace design, offer solutions. We now have to ensure the institutional and regulatory framework affecting ATM will help these solutions realise their full potential.

Air traffic management today remains utterly fragmented and this fragmentation impacts on safety, efficiency, capacity and has adverse effects on the environment. ATM performance is compromised.

CANSO's prime objective is to transform global ATM performance. Our vision is of a globally harmonized and interoperable air navigation system capable of delivering efficient seamless service.

The Aviation System Block Upgrade (ASBU) framework proposed by ICAO, and developed by State and industry interests, offers a coordinated approach to the introduction of ATM solutions that will deliver clearly defined and measurable operational improvements.

However, of itself that does not go far enough. The realisation of such a system requires a collaborative and multidisciplinary approach involving State policy-makers, legislators and regulators; operators and service providers; manufacturers and solution providers, all working closely together.

This is **not** a technical challenge. It is a political, economic, and institutional challenge. And, it requires political will and leadership to resolve.

At the political level, governments must acknowledge a more mature understanding of sovereignty; one that is in sync with our globalised world of the 21<sup>st</sup> century, not one that clings to bygone notions from the 1940s.

Airspace needs to be organised, and air navigation services need to be delivered, in line with the operational requirements of the airspace users, rather than according to national borders.

Appropriate policies, legislation, and regulations need to be introduced that will promote civil/military coordination and collaboration, and a more flexible use of airspace.

At the regulatory level, global standards for system performance and interoperability need to be reinforced by performance-based requirements. New procedures need to be supported by an

operations approval process; and the necessary equipment and systems in aircraft and on the ground require a timely certification program.

The technical solutions and concepts exist. We now need a set of accompanying operational and financial principles and policies for optimal operational benefit.

At the social level, we have to recognise that the demand for greater efficiency and productivity, and the introduction of new technology and more automation, will continue to introduce change and uncertainty in the workplace.

At the economic and financial level, we understand the costs, but the benefits of ATM modernisation are not fully understood. Yet, we expect billions to be invested. ATM modernisation needs to be supported by a solid business case as it will require a significant financial outlay that cannot be easily met by funding through traditional user charges.

In a time of debt crises and credit risk, government funding will be limited. Non-traditional approaches to financing need to be explored and **that** will inevitably mean greater involvement of the private sector.

New business models and governance structures need to be introduced that will help transform ATM performance. An essential requirement is the separation of service provision from regulatory oversight. We need policies that rise to these challenges and offer solutions.

In summary, States need to deliver an institutional framework that can support the transformation of ATM that will in turn contribute to sustainable air transport. Effective policy-making by States and the political will to carry through is key to making it happen.

I look forward to our further discussion.

Eugene Hoeven  
Director ICAO Affairs

18 April 2012

- END -