



**Recorded remarks by the Secretary General
of the International Civil Aviation Organization (ICAO),
Mr. Juan Carlos Salazar,
to the CANSO Global Leadership Summit 2022**

(Virtual Event, 30 March 2022)

Good day everyone.

1. I wish to express my thanks to CANSO Director General Simon Hocquard for the kind invitation to address this event today, and to **highlight some current priorities** which are of interest to CANSO's global community.
2. **The first of these** is on a current topic of major interest, especially to European and Asian air navigation service providers (ANSPs), but one which has also caused concern and disruption in countries all over the world.
3. In advance of the current conflict, the concerned and adjacent States issued multiple Notice to Airmen messages advising of airspace closures and restrictions.
4. ICAO'S European and North Atlantic office played it's part in sharing these updates as widely and quickly as possible, and it continues to actively monitor and coordinate on safety and related developments.
5. These combined actions and responses, in addition to the airline and ANSP responses which followed, demonstrate that we have come a long way in terms of improving the conflict zone risk framework.
6. But at the same time, it's also very important for our sector to remember that conflict zone risks can come in many forms, and that most will be far less predictable and manageable.
7. Core elements of the ICAO conflict zone work programme are currently focusing us more directly on risk management and civil-military cooperation implementation support.

8. In addition, progress is being made through the new *Integrated Risk Management Study Group* established by our Air Navigation Commission, as well as by ICAO's Safety Management Panel.
9. ICAO is also actively amending related guidance, and some new civil-military workshops should be getting underway very soon if the global health situation continues to improve.
10. It's clear that CANSO can play a central role in supporting civil-military cooperation, and in highlighting the need for comprehensive safety risk assessments for airspace being confronted by military hazards.
11. More generally, the current conflict should also make us recall that the Chicago Convention, and the aviation network it permitted countries and airlines to establish together, has played a very important role in keeping our world peaceful, orderly, and much more prosperous in recent decades than had previously been the case.
12. What we are seeing now, however, is how susceptible our global systems of connectivity and commerce can be to the shocks which arise from even a single country deciding to disrupt that peace.
13. In my view this should be a lesson to all of us to never take our commitments to aviation's consensus-driven and multilateral values for granted.
14. **A second priority** I wish to discuss with you today concerns CANSO itself, and the increased weight it is now shouldering through its leadership and support for air navigation services worldwide. In this vein, I want to highlight and express appreciation for a number of initiatives jointly implemented with CANSO
15. One key example of this is how CANSO has been actively working with its members and with ICAO to develop the tools and processes for integrating unmanned and remotely piloted aircraft.
16. I wish to commend it for laying some important foundations for Unmanned Aircraft Systems (UAS) airspace access globally, including for low level UAS Traffic Management (UTM) or U-Space operations, but also for fully certificated Remotely Piloted Aircraft Systems (RPAS) integrating into the international air traffic management system.

17. The demands for airspace access by new entrants will increase at an accelerated pace over the coming years, with each new type of entrant bringing with it new challenges.
18. CANSO's efforts in addressing these challenges early, and effectively, will benefit the system as a whole as well as the new participants.
19. Another example is the support of CANSO in preparing for the implementation of the Global Reporting Format (GRF), which became applicable on 4 November of last year.
20. In particular, the Memorandum of Cooperation (MoC) we established, and the joint development of a GRF training course for air traffic controllers, have both been very successful initiatives.
21. I think we should continue in this vein, under the umbrella of the MoC, to deliver further joint training activities.
22. CANSO has also been an extremely reliable and productive runway safety partner to ICAO, bringing valuable expertise and experience to the activities of the Runway Safety Programme, and to the runway-related initiatives of the Aerodrome Design and Operations Panel.
23. I would also take this opportunity to express ICAO's deep appreciation to CANSO for their efforts in supporting the implementation of Air Traffic Flow Management (ATFM) through their valuable contributions and active participation in current regional and global expert groups.
24. CANSO's global ATFM role is also demonstrated through the training and support it provides to States, and by sharing the experiences and best practices it's gained from the implementation of the CADENA ATFM Data Exchange Network for the Americas.
25. Another key contribution I appreciate concerns the support of the seventy-seven ANSPs and one hundred and seventy-four airlines in supplying their operational contact details to the OPS Control Directory.
26. This will serve as the gateway to the Location of an Aircraft in Distress Repository (LADR), an essential component of the Global Aeronautical Distress and Safety System (GADSS).

27. I encourage those ANSPs and airlines which are still not subscribed to do so at their earliest opportunity.
28. Lastly I wish to appreciate in this context how CANSO's guidance material supporting remote and digital towers has been so widely and successfully adopted, providing invaluable support to the States now implementing these technologies.
29. **A last priority** I wish to raise with you today concerns the ICAO Global Air Navigation Plan (GANP), including the new amendments that Member States are expected to endorse at our 41st Assembly later this year.
30. In this regard, I firstly wish to express how pleased we've been to see that the Complete Air Traffic System (CATS) Global Council Vision for 2045 is very closely aligned with the GANP.
31. This alignment includes the Vision 2045 recognition that system modernization and technology evolution require strong commitment and investment from all members of the aviation community.
32. We should also recall here that with the active participation of CANSO, the global aviation community came together through the ICAO Global Air Navigation Industry Symposium (GANIS) events to define the future of the air navigation system.
33. This collaboration included detailing the evolution that would realize that system through incremental upgrades to current infrastructure and concepts of operations.
34. The GANP reflects that planned evolution, and provides the basic building blocks and upgrades to allow the aviation community to continue meeting the expectations of network users and societies at large, whether in terms of system safety, security, efficiency, or sustainability.
35. In that respect we encourage CANSO and its members to continue to work with ICAO on appropriate GANP implementation aspects, so that regulators and the industry will stay fully aligned in their actions and expectations.

36. The GANP Amendments we're seeking to endorse at the Assembly this year focus on an update of the safety area of the GANP Performance Framework, and on how we will keep that framework current and improve its transparency.
37. The GANP amendments also highlight the importance of information security and cyber resilience as we continue to evolve toward a fully digital aviation eco-system
38. Lastly the Amendments address the importance of a robust air navigation system to contribute to overall air transport system safety and resilience.
39. Two key aspects here include the provision of essential services, through the Basic Building Block (BBB) Framework, and the local capabilities of States to oversee these services. Minor updates of the BBB and the Aviation System Block Upgrade (ASBU) frameworks have also been included.
40. In conclusion, I wish to underscore once again how much international civil aviation relies on the solidarity of States and operators alike.
41. In many ways, the ANSPs serve as a bridge between these respective communities, and ICAO greatly values this contribution and recognizes its importance to the progress we pursue together.
42. I will now hand the floor back to Simon, and wish you all a productive and engaging Summit.
43. Thank you for your attention.