



**Opening remarks by
ICAO Secretary General
Mr. Juan Carlos Salazar
to the 2022 Aéro Montréal Annual General Meeting**

(ICAO HQ Montreal, 29 April 2022)

1. Bonjour, et surtout, quel plaisir de vous revoir toutes et tous.
2. C'est le premier événement externe que l'OACI est en mesure d'accueillir à son siège depuis le début de la pandémie, et nous nous félicitons que les directives locales de santé publique nous permettent maintenant de réunir de nouveau en personne les chefs de file de l'aviation.
3. Comme nombre d'entre vous, j'en suis certain, j'y vois un signe très positif que la pandémie est décidément derrière nous, et la perspective prometteuse d'horizons bien plus clairs et prospères pour les exploitants et les aviateurs.
4. Je tiens à remercier Madame Suzanne Benoît, Présidente-directrice générale d'Aéro Montréal, et Monsieur Steeve Lavoie, Président du Conseil d'administration d'Aéro Montréal et Président de Bell Helicopter-Textron Canada, de m'avoir si aimablement invité à prononcer cette allocution liminaire.
5. International aviation continues to face many challenges due to the pandemic, but it also continues to connect our world when and where societies need it most.
6. Aviation is and will continue to be an essential catalyst for global economic recovery, and to help assure that countries can achieve the United Nations Sustainable Development Goals by 2030.
7. This of course requires collaboration and partnerships, and these will be just as critical to air transport's sustainable recovery as they've been to its effective pandemic response.

8. Aéro Montréal provides of course a great example of the benefits to be achieved through partnership and collaboration, and I commend your organization's dedication to improving aviation's future on the basis of increased innovation and engagement.
9. ICAO very much shares those priorities, and it's a key objective of mine to improve our ability to rapidly assess and enable innovation by partnering with leading technical bodies, such as the International Forum for Aviation Research (IFAR).
10. As we survey the world of civil aviation today, I think we should be tremendously encouraged by recent improvements in air travel demand.
11. These are largely being driven by the alleviation of travel and border restrictions in many parts of the world, and are returning some much needed optimism to many hard-hit air transport, trade and tourism markets.
12. However, the road to recovery and resilience remains a complex one, and it poses us with a variety of key challenges.
13. First and foremost is the economic and financial impact of the pandemic on the aviation system at large.
14. The precipitous decline in air traffic has created severe liquidity strains for operators, manufacturers, and virtually every cascading level of supplier throughout the air transport value chain.
15. The extent of this impact underscores why it's vital for governments and all affected to take coordinated actions to stabilize and support the sector.
16. We need to work together to make it clear that global air connectivity supports too many key drivers of global recovery.
17. A second key priority we face is that we will need to rely very deeply on the aerospace sector to successfully reduce global emissions.

18. I'm speaking now of the significant, and increasingly urgent challenge we face to aggressively decrease aggregate sectoral emissions even as we work to restore traffic growth.
19. UN Secretary General Guterres has called for all means of transport to realize net-zero emissions by 2050, and aviation operators have now answered his call with detailed plans and aggressive targets.
20. Much of our sector's response will rely in the near-term on lower emissions Sustainable Aviation Fuels (SAF), operational improvements, and the global offsetting being managed under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), but ultimately aircraft have to decarbonize and move entirely to zero emission propulsion solutions.
21. With jets today already producing 80% fewer emissions than the first to enter service, it can be said that that the aerospace sector has already innovated and progressed air transport very far along this journey.
22. But just as in a marathon, the final stretches to net-zero flight could be some of the most challenging, and the climate clock is ticking.
23. States are poised to discuss their own Long Term global Aspirational Goal for aviation emissions at our 41st Assembly this fall, and we look forward to levels of ambition and political will in this context commensurate to what industry has committed to.
24. The third key challenge I would raise also refers to the need for aviation to 'build back better' post pandemic, but in this case I'm referring more to the resilience it needs to achieve both in terms of the economic and health implications of future pandemic events.
25. From an economic standpoint, improved resilience will require us to advance liberalization efforts and work with governments to systemically factor aviation support measures into their revised pandemic response planning.
26. We also need to do more to highlight and augment the critical contributions being made by air transport supply chains, especially in this age of increasing e-commerce and constantly rising expectations for rapid delivery of global goods.

27. From a public health standpoint, resilience will mean a fully digital and contactless passenger experience being realized by airline and airport operators, and one which seamlessly integrates with just-as-digitized passenger security, health status, and border control systems overseen by governments.
28. Taken together, these combined challenges help to explain why “innovation” and “resilience” are the key themes we’ve identified to motivate States at this year’s Assembly.
29. This Assembly will be seeking several important global commitments later this year, both to augment the incredible phase of aeronautical and digital development we’re now in the midst of, and to consider how it can further augment our traditional strategic objectives for safety, security, efficiency and sustainability.
30. Collaboration and consensus lie at the heart of any strong community, and I expect to see a great deal of them on display as countries continue to work together through ICAO to chart aviation’s path to full global recovery.
31. I also suspect collaboration and consensus are very relevant to the outcomes you expect to achieve at this year’s Aéro Montréal Annual General Meeting, and it’s my honour today to wish you very productive discussions, and to thank the Greater Montreal Aerospace Community and world aviation Hub for its tremendous contributions to global air transport.
32. Thank you.