



**Address by the Council President  
of the International Civil Aviation Organization (ICAO)  
Dr. Olumuyiwa Benard Aliu,  
to the 72<sup>nd</sup> IATA Annual General Meeting**

*(Dublin, Ireland – 2 June 2016)*

Good morning ladies and gentlemen.

IATA and ICAO have enjoyed several decades of productive collaboration, and our respective participation at one another's AGMs and Assemblies has become a helpful tradition.

It is my pleasure therefore to join you this morning for your 72<sup>nd</sup> AGM, and to bring to your attention a number of issues that ICAO expects its Member States and industry to focus on – during and after our 39<sup>th</sup> Assembly this September.

More recently we've been engaged on a number of important priorities, including among others:

- Flight tracking procedures;
- Conflict zone risk management;
- The safe integration of remotely-piloted and suborbital flight operations;
- Cybersecurity preparedness;

- Increased airspace capacity and operational efficiency;
- The safe carriage of lithium batteries;
- And of course, the environment.

The recent terrorist incident at Brussels Airport and the loss of EgyptAir flight 804 have also brought forward renewed concerns on a number of safety and security challenges, for instance the better location finding of downed aircraft and the quick recovery of black boxes, landside security, insider threats and risk management.

In this regard, we are now in the process of consultation with our Member States on new aviation security related Standards and Recommended Practices (SARPs).

I would also update you that a new revision to the concept of operations for ICAO's Global Aeronautical Distress and Safety System (GADSS) should be ready by the end of the year.

Revisions to our Global Plans for Safety and Air Navigation, the GASP and the GANP, were also recently approved by the ICAO Council and are expected to be adopted at the Assembly.

Some of the highlights of related air navigation objectives we'll be considering include:

- Convergence on the next generation of data communications;
- Agreement on the system architecture for global system-wide information management (SWIM);
- Consolidation of the work programme for the Block 2 Aviation System Block Upgrades (ASBUs) module;
- And the development of a new Block 4 under the ASBUs, so that the GANP provides greater planning and investment certainty both pre- and post-2028.

Proposed revisions to the Safety Plan will mainly result in greater prioritization on safety management system (SMS) implementation for airlines and other industry entities, as well as related progress on State Safety Programmes.

These include the development of safety performance indicators, as well as a more defined course to more predictive safety risk management once SMS implementation is more complete.

It is pertinent to note that the success of the GASP and the GANP has now led to calls for ICAO to develop a Global Aviation Security Plan (GASeP).

And we hope to see it benefitting from a similar level of industry consultation as the GASP and the GANP enjoyed, should its development be endorsed by the Assembly.

With respect to our shared objectives on aviation's environmental performance, our common goal is to respond to the needs of civil societies and economies for safe and environmentally sustainable air travel, now and for the coming generations.

I am pleased that we continue to make progress on all elements in our basket of measures to reduce aviation emissions, and its impact on climate change.

As you are aware, the ICAO Council Committee on Aviation Environmental Protection agreed to recommend a new CO<sub>2</sub> emissions standard for aircraft.

And our work on improving air traffic management efficiency and on promoting the use of sustainable alternative fuels continues to progress.

Also, I still firmly believe that the political will exists to realize a global market-based measure (MBM) solution to complement these other elements of the basket of measures.

We now have a draft Assembly text on the MBM's design and implementation, thanks to an intensive consultation process led by the ICAO Council.

Many industry voices have made important contributions to this discussion, with IATA playing a very prominent role.

Following the recent ICAO high-level meeting on the matter, the Council agreed to continue consultations with States, over the summer, in order to seek greater consensus and ensure the adoption of the Global MBM Resolution by the Assembly.

In addition to agreeing to the proposed Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), the Assembly is also expected to agree on the work to be done by ICAO, States and industry following the Assembly in order for the scheme to be fully operational by 2020.

This includes the establishment of registries, the determination of the monitoring review and verification (MRV) requirements, and emissions unit criteria (EUC).

As always, our sector has relied on its historic strengths – cooperation and consensus – to reach this point.

And we will need to preserve our highest respect for those values in the months ahead if we are to avoid an acrimonious and inefficient patchwork of emissions regimes.

Ladies and gentlemen, IATA has been a great ally in ICAO's efforts to ensure that the decisions of our Member States are forward-looking, and in line with the current and future needs of the industry.

With your close assistance through the years, ICAO has been able to forge truly global standards, but today as we know, the real challenge lies in harmonized implementation.

The effective implementation by States of ICAO Standards and Recommended Practices is an important pre-requisite today, notably in light of the challenges we all face due to projected system growth.

And this is true not only with respect to a sustainable air transport system, but for sustainable societies and economies everywhere that aircraft fly.

That is the underlying philosophy of ICAO's "No Country Left Behind" campaign, which has been designed to assure that all countries have access to the significant socio-economic benefits of safe and reliable air transport.

This benefits airlines as well, mainly by permitting you to operate more safely and efficiently and to more destinations worldwide.

The reality, however, is that resources are limited right across our sector.

But by working more closely together and pooling our collective experience and resources, it's my firm belief that we can address these limitations and achieve our common goals.

On that note, let me please close today by expressing both ICAO's and my own deep-felt gratitude to your outgoing Director General, and my very good friend, Mr. Tony Tyler.

Tony's personal approach and dedicated professionalism have been critical to the very productive and mutually beneficial relationship which ICAO and IATA now enjoy.

He carried the torch of air transport cooperation to new heights, and our sector has benefitted because of it.

I would also like to congratulate Mr. Alexandre de Juniac for his recent nomination to the post of Director General. I very much look forward to working with him.

Ladies and gentlemen, I wish you all a very productive and engaging AGM.

Thank you.