



**Address by the
President of the ICAO Council,
Dr. Olumuyiwa Benard Aliu,
on the occasion of 71st IATA Annual General Meeting and
World Air Transport Summit**

(Miami, 8 June 2015)

Thank you Tony. It's a real pleasure for me to once again address the IATA AGM.

Last December, we celebrated ICAO's 70th Anniversary and just a few weeks ago, your own 70th. For me, these two milestones symbolize 70 years of exemplary cooperation towards a common vision – that of a safe, efficient and sustainable global air transport system.

In my remarks today, I will focus on two areas where this cooperation can further enhance air transport operations worldwide – standard setting and the implementation of standards and procedures.

As Tony just mentioned, 2014 was a year to remember and a year to forget – to remember as the safest ever and to forget for troubling events.

In the disappearance of flight MH370, there was enormous public pressure for immediate answers and quick solutions. Our challenge in such cases is twofold: to strike an appropriate balance between a timely response to the public's concerns, and to take the time required to develop effective, long-term solutions.

The course of action we took at the ICAO High-level Safety Conference last February met those two conditions. The Conference supported the establishment of a flight-tracking standard that the ICAO Council should review for adoption this fall, after consultation with Member States and international organizations including IATA. The new standard will be the first element of the forthcoming ICAO Global Aeronautical Distress and Safety System.

On that front, we are making good progress in testing of procedures for operator flight monitoring, air traffic services, search and rescue, as well as civil/military cooperation. I want to say to you today how very sensitive I am to the financial and operational burden that these flight-tracking initiatives represent for you as operators. Nevertheless, to resolve this complex issue and strengthen public confidence in air travel, we all have to do our share in developing a balanced solution. And so, I want to personally thank IATA and all of you in this room for your active participation in this endeavour.

I also want to thank IATA for its early and sustained involvement in developing a comprehensive work programme to deal with operations around zones of conflict. Within days of the shooting down of flight MH17, you were committed to taking part in a task force that eventually led to several concrete proposals, particularly for improving information sharing among States, operators and other concerned stakeholders. This information, located on ICAO's website, will also be available to a wider audience, including the travelling public.

IATA's involvement in these flight tracking and conflict zone risk mitigation initiatives reaffirms the crucial role you play in ICAO's standard-setting process over the years. You know your industry best. We rely on your expertise and your day-to-day experience to ensure that standards, procedures and policies adopted by ICAO truly reflect the operational, political and economic realities of the day.

What is most beneficial is that through IATA, the airline industry speaks with one voice. Your unified position at ICAO Assemblies, Conferences, the Air Navigation Commission and a variety of working groups and panels has greatly facilitated consensus building on vital air transport matters. IATA's continued work and support on finding a solution to the difficult challenge of climate change is a very good example of the industry speaking with one voice.

Of course, to be effective, standards and procedures must be implemented – consistently and in a globally harmonized manner. And this is where I have a friendly challenge for you.

In 2014, ICAO adopted the “No Country Left Behind” campaign. The objective is to help Member States implement ICAO Standards and Recommended Practices – and that this implementation be better harmonized worldwide.

No Country Left Behind also encourages the resolution of Significant Safety Concerns identified through ICAO safety oversight audits as well as other safety, security and emissions-related objectives.

With No Country Left Behind, we focus on States with higher accident rates, security threats and low level of Standards implementation. We also help generate the political will for them to pool resources, participate in regional efforts, earmark voluntary funds, and build capacity.

I am aware that several IATA initiatives, including the very successful IOSA Programme, already contribute to enhancing aviation safety, and it will be greatly appreciated if you could contemplate additional measures to further support our campaign.

You may even consider implementing a similar and complementary initiative for airlines... a “No Airline Left Behind” campaign, or something to that effect. Perhaps this might foster even greater operational performance throughout the industry and contribute to the overall health and integrity of global air transport. I leave it to you as food for thought.

Ladies and gentlemen, I promised Tony I would be brief, so I will now conclude as I began, by saluting the extraordinary spirit of collaboration that binds our two organizations to a single and, yes, lofty goal – to provide the citizens of our planet with an air transport system that enhances their well-being, promotes economic development, and contributes to the protection of the environment we all depend upon.

I thank you and I wish you a productive and stimulating AGM.