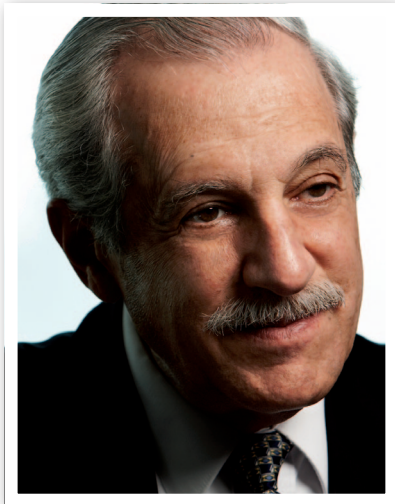


The guest column

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President of the Council of ICAO



Efficiency in the provision of air navigation services is fundamental to aviation safety.

In this issue of *Airspace* dedicated to safety, I would like to commend CANSO for its significant contribution in this area, and also draw attention to another success which owes a great deal to international cooperation such as that which CANSO works for.

The participation of your organization at the Conference on the Economics of Airports and Air Navigation Services (CEANS), held at ICAO this past September, was characterised by the provision of forward-looking and comprehensive input in the formulation of recommendations that will enhance cooperation in the air transport industry and increase efficiency and cost-effectiveness in the provision of air navigation services.

The recommendations will also make more authoritative in practice ICAO policies on charges – policies that regulate the relationship between ANSPs and airspace users.

In effect, enhanced cooperation suggested by the recommendations would strengthen policies on States' economic oversight, requirements for the implementation of performance management systems by ANSPs and the establishment of a clearly defined, regular consultation process by ANSPs.

The recommendations call for States to enshrine the main principles of non-discrimination, cost-relatedness, transparency and consultation with users in their national legislation, regulations or policies as well as in all air services agreements between States. Also included are such areas as more flexibility for commercialized ANSPs in setting charges, support for separation of States' regulatory responsibility from service provision, the application of good governance through best practices and the efficient and cost-effective implementation of the global Air Traffic Management (ATM) concept.

We all look forward to the recommendations being forwarded to the ICAO Council for consideration, with the expectation that an updated set of air transport policies would come into effect in December 2008.

Another recent advance for safety was the implementation of Reduced Vertical Separation Minima (RVSM) in Africa. RVSM became a reality in all of the airspace above the Africa-Indian Ocean (AFI) Region on 25 September, resulting in more efficient flight operations and related benefits for airlines, passengers and the environment.

This latest step in the implementation of RVSM worldwide is yet another instance where aviation organisations brought their experience and expertise to bear, integrating major air traffic routes between Africa and other regions. With implementation of RVSM in the AFI Region, almost all major international traffic flows are now covered. This can strengthen the capability of air transport to play a part in the growth and economic development of Africa, by connecting the continent to the major marketplaces of the world.

Efficiency and cooperation go hand in hand in promoting aviation safety. We look forward to CANSO's involvement in this global partnership.