

## FACTSHEET



### **Event Name** Singapore Airshow Aviation Leadership Summit (SAALS)

**Theme** *"Aviation Tomorrow: Managing New Challenges, Realising New Potentials"*

**Date** 14 to 15 February 2016

**Venue** Raffles City Convention Centre, Singapore

**Event Profile** The Singapore Airshow Aviation Leadership Summit (SAALS) brings together key global stakeholders in aviation including airlines, aircraft manufacturers, airport operators, regulators and senior government officials to exchange valuable insights, network and engage in solutions-based discourse.

Taking place every 2 years, it has established itself as the definitive global aviation conference for top-level decision-makers in aviation to advance the interests of civil aviation and strengthen the nexus between government and the industry. More than 320 attendees from 74 countries attended SAALS 2014 including 27 high level airline executives and the heads of the International Air Transport Association (IATA) and the International Civil Aviation Organization (ICAO).

The Singapore Airshow Aviation Leadership Summit is jointly organised by the Civil Aviation Authority of Singapore (CAAS), Experia Events, the International Air Transport Association (IATA) and the Singapore Ministry of Transport (MOT).

**Highlights** SAALS provides a global platform for information exchange on the latest aviation issues that matters most to key government representatives, airlines, airports, air navigation service providers, manufacturers, and other industry stakeholders.

Participants can expect various keynote speeches by high-level government representatives, panel discussions as well as opportunities for Q&As, including:

#### **Panel Session 1** **Global Air Hubs – Is this the Future or the Past?**

The hub and spoke model has allowed airlines to pool traffic and sustain larger networks than what local and direct traffic can support. But what makes an air hub successful? First, geography – being located along major traffic flows, especially between points where non-stop services are not viable. Second, market opportunities – allowing airlines to fly to where the demand is. Third, product – having the right combination of airport, price, and airlines – such that passengers do not mind making an additional stop at the hub airport.

But things are changing. Technology now allows aircraft to fly farther and profitably with fewer passengers. Traffic flows are changing, with new markets emerging in the Asia-Pacific, Africa and Latin America. New airlines are constantly being set up, and more secondary airports are being built and expanded. Governments have recognised the importance and benefits of air connectivity and are paying more attention to their airlines and airports, as well as air services regimes.

How will the landscape change? Which will be the air hubs of tomorrow? How should we respond?

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### Highlights (Continued)

#### **Panel Session 2** **Are Drones the Future or Bane of Aviation?**

There is exponential growth in the use of Unmanned Aircraft Systems (UAS) around the world. With the ease of procuring UAS and their low cost, and the multiple applications they present, UAS have the potential to complement manned flights and revolutionise aviation. However, they could encroach on limited airspace which is already significantly used by manned aircraft, and pose safety, security and privacy concerns. What are some of the exciting applications of UAS, and can their full potential be realised, or will they be doomed by traditional, risk-averse regulations? How and to what extent should they be regulated; is it realistic to try to tightly control them given their increasing commoditisation? Does the current approach to managing and regulating airspace need to be overhauled to accommodate UAS?

#### **Panel Session 3** **What will it take to reach a Global Agreement on Aviation Emissions at the 2016 ICAO Assembly?**

ICAO Member States adopted a resolution at the 38th ICAO Assembly in 2013 to develop a global market-based measure (MBM) scheme to manage aviation emissions, for presentation to the 39th ICAO Assembly in 2016 for a decision on implementation. Progressing towards agreement on the details of the global MBM scheme has been challenging in trying to address all the different interests and concerns, and complicated by broader political positions on climate change. The industry and many States recommend a global MBM scheme based on carbon-offsetting as the most cost-effective, interim measure to complement ongoing technology, operational and infrastructure measures.

This would allow aviation to continue to grow, and avoid a patchwork of regional and unilateral MBM schemes. Some States however remain sceptical, believing that a global MBM scheme would unfairly constrain the growth of their carriers and aviation industry. What will it take for ICAO to reach agreement on a global MBM scheme? What are the key differences – technical and political, that will need to be reconciled, and what are the possible compromises?

### Guests of Honour

**Opening Dinner on 14 February:**  
Deputy Prime Minister & Coordinating Minister for Economic and Social Policies,  
Mr Tharman Shanmugaratnam

**Summit on 15 February:**  
Coordinating Minister for Infrastructure & Minister for Transport,  
Mr Khaw Boon Wan

For more information, visit [www.aviationleadershipsummit.com](http://www.aviationleadershipsummit.com)