



## MEDIA RELEASE

# Aviation's Key Stakeholders to Converge at the Singapore Airshow Aviation Leadership Summit 2016

*The Singapore Airshow Aviation Leadership Summit 2016 will focus on managing new challenges and realising new potentials in the aviation industry #SAALS #SGAirshow*

**SINGAPORE, 28 December 2015** – Singapore Airshow, Asia's largest and one of the most important aerospace and defence exhibitions in the world, will once again play host to the Singapore Airshow Aviation Leadership Summit (SAALS) 2016 at the Raffles City Convention Centre (RCCC) from 14-15 February 2016.

Jointly organised by the Singapore Ministry of Transport (MOT), Civil Aviation Authority of Singapore (CAAS), Experia Events and International Air Transport Association (IATA), the conference will bring together key stakeholders in aviation, including top government representatives, civil aviation authorities and senior executives of airlines, airport operators, aircraft manufacturers as well as the heads of the International Civil Aviation Organization (ICAO) and IATA to exchange valuable insights, network and strengthen the nexus between governments and the aviation industry. Taking place every two years, SAALS has established itself as the definitive global aviation conference that offers a unique platform for industry players to engage government officials to advance the strategic interests of the aviation sector.

With the theme "Aviation Tomorrow: Managing New Challenges, Realising New Potentials", SAALS 2016 will focus on how new ideas and emerging technologies, while presenting new challenges for the sector, could also provide new opportunities and enablers to drive the success of global aviation. (Please refer to Appendix A for more details of the panel discussions.)

The list of luminaries attending SAALS include Singapore's Deputy Prime Minister and Coordinating Minister for Economic and Social Policies **Mr Tharman Shanmugaratnam** (the Guest-of-Honour for the opening dinner on 14 February 2016), **Mr Khaw Boon Wan**, Coordinating Minister for Infrastructure and Minister for Transport, Singapore, **Dr Olumuyiwa Benard Aliu**, ICAO Council President and **Mr Tony Tyler**, Director General & CEO, IATA. Mr Khaw, Dr Aliu and Mr Tyler will deliver the conference's opening keynotes on 15 February 2016. **Ms Violeta Bulc**, European Commissioner for Mobility and Transport, will also be delivering a keynote address during the lunch on 15 February 2016.

Other notable speakers include **Lord Ahmad of Wimbledon**, Parliamentary Under Secretary of State for Transport and Parliamentary Under Secretary of State (Minister for Countering Extremism), United Kingdom, **Mr Michael Huerta**, Administrator, US Federal Aviation



Administration, **Mr Henrik Hololei**, Director General, EC Directorate-General for Mobility and Transport, **Ms Angela Gittens**, Director-General, Airports Council International, **Capt Martin Chalk**, President, International Federation of Air Line Pilots' Associations, **Mr Tewolde Gebremariam**, CEO, Ethiopian Airlines, **Mr James Hogan**, CEO, Etihad Airways, **Mr Willie Walsh**, CEO, IAG Group, **Mr Christoph Mueller**, CEO, Malaysia Airlines and **Mr Vikram Widge**, Head of Climate and Carbon Finance, World Bank.

“Aviation is a linchpin of the global economy, connecting people, businesses and ideas from all over the world,” said Mr Kevin Shum, Director-General of CAAS and Chairman of the SAALS 2016 Organising Committee. “While growth in the sector remains strong, it also brings with it increased complexities and challenges. Through SAALS, we can catalyse critical conversations among movers and shakers in global aviation to shape the future landscape of aviation and ensure the sustainability of aviation.”

“With so many prominent stakeholders attending each edition of SAALS, the Summit continues to demonstrate its relevance as an effective platform, driving thought leadership and fostering deeper collaboration among industry players,” said Leck Chet Lam, Managing Director of Experia Events. “It underpins the strategic role that Singapore Airshow plays as one of the most important aviation events in the world, enabling companies to harness the wealth of opportunities in the Asia Pacific and beyond.”

Singapore Airshow 2016 will be held from 16-21 February 2016 at the Changi Exhibition Centre in Singapore and is organised by Experia Events.

Please visit [www.aviationleadershipsummit.com](http://www.aviationleadershipsummit.com) for more conference programme updates.

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## About Singapore Airshow

Singapore Airshow, a global marketplace and networking powerhouse for the world's aviation community is a must-attend event in the international aerospace and defence calendar. Organised and managed by Experia Events, the biennial event is also a platform for high-level conferences dedicated to leading players in the global aviation industry with the Singapore Airshow Aviation Leadership Summit (SAALS) as well as co-located events - the A\*STAR Aerospace Technology Leadership Forum and the Singapore Aerospace Technology and Engineering Conference (SATEC).

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



## About Experia Events Pte Ltd

Experia Events specialises in organising and managing exhibitions and conferences of strategic interest, fostering industry development and thought leadership. It has built a strong portfolio in aerospace and defence with the highly successful Singapore Airshow, Asia's largest aerospace and defence event, as well as key events such as IMDEX Asia, Asia Pacific's flagship maritime defence show and Rotorcraft Asia, the premier dedicated event for the global civil helicopter industry. Experia Events' expertise also extends to the government and lifestyle sectors, through key events such as the World Cities Summit, Singapore International Water Week and CleanEnviro Summit Singapore.

With a proven track record underscoring its aspirations to stage events that influence, Experia Events aims to diversify its range of strategic events globally.

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

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## APPENDIX A

Details of the panel topics are as follows:

### Panel 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?

### Panel 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 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?