

## Chapter IX

## International Civil Aviation Organization (ICAO)

The International Civil Aviation Organization (ICAO) continued in 2004 to promote the safety, security and efficiency of civil air transport by prescribing standards and recommending practices and procedures for facilitating international civil aviation operations. Its objectives were set forth in annexes to the Convention on International Civil Aviation, adopted in Chicago, United States, in 1944 (the Chicago Convention).

In 2004, domestic and international scheduled traffic of the world's airlines increased to some 457 billion tonne-kilometres. Overall, passenger traffic increased by about 9 per cent to some 1.8 billion, and freight carriage by about 9 per cent to some 38 million tonne-kilometres. The passenger load factor on scheduled services in 2004 increased to about 73 per cent. Air freight increased by almost 13 per cent to 140.9 billion tonne-kilometres, while there was little change in airmail traffic, which remained at about 4.6 billion tonne-kilometres. Overall passenger/freight/mail tonne-kilometres increased by some 13 per cent and international tonne-kilometres increased by about 14 per cent.

The thirty-fifth session of the ICAO Assembly (Montreal, Canada, 28 September–8 October) elected a new Council and adopted resolutions to strengthen and promote greater transparency in its global safety and security programmes, while endorsing long-term plans of action in other major areas of global air transport.

ICAO observed International Civil Aviation Day (7 December) under the theme "International Cooperation: Solutions to Global Aviation Challenges".

In 2004, ICAO membership remained at 188 countries.

### Activities

#### *Air navigation*

ICAO continued to update and implement international specifications and regional plans, with particular emphasis on aviation safety, communications, and navigation and surveillance/air traffic management (CNS/ATM) systems. The specifications consisted of International Standards and Recommended Practices contained in

18 technical annexes to the Chicago Convention, and Procedures for Air Navigation Services (PANS). In that regard, the ICAO Council adopted amendments to nine annexes and approved amendments to three PANS documents.

Other projects that were given special attention in 2004 included: harmonization of ICAO safety management provisions; reduction of runway incursions; development of ATM system requirements, transition strategies and a performance framework in support of seamless, global ATM systems; development of material to facilitate the integration of new larger aircraft; passenger health issues, including the development of a harmonized contingency plan for airports to help prevent the spread of communicable diseases by air travel; and agreement on the implementation of a unified strategy for resolving safety deficiencies.

#### *Air transport*

ICAO's air transport programmes were directed towards economic analysis, policy, forecasting and planning; collection and publication of air transport statistics; financial management of airports and air navigation services, including user charges; economic aspects of CNS/ATM systems; environmental protection; facilitation of formalities for international air transport operations; and aviation security.

The sixth meeting of the Committee on Aviation Environmental Protection (Montreal, 2-12 February) developed recommendations concerning aircraft noise and the impact of aircraft engine emissions, market-based options, environmental goals and future work.

The twelfth session of the Facilitation Division (Cairo, Egypt, 22 March–1 April) recommended some 75 changes to standards in annex 9 on facilitation, to provide for the smoother passage of travellers through border controls, heightened aviation security and controls on travel document fraud and illegal migration.

Progress was made in the implementation of the ICAO Aviation Security Plan of Action. Through the Universal Security Audit Programme, 44 States were audited by ICAO aviation security audit teams, bringing the total number of States audited to 64 by year's end.

Further work was undertaken by the Aviation Security Panel on amendment 11 to annex 17 on security, on the development of guidance material, on the use of in-flight security officers, also called sky marshals, and on the development of national quality control tools and guidance material for States.

#### **Legal matters**

The Secretariat Study Group on Legal Aspects of CNS/ATM Systems, in its final report to the ICAO Council, covered consideration of a contractual framework and of an international convention relating to CNS/ATM systems. The Council submitted its report to the thirty-fifth session of the ICAO Assembly, and on that basis, the Assembly adopted resolution A35-3: A practical way forward on legal and institutional aspects of communications, navigation, surveillance/air traffic management systems.

The Legal Committee considered during its thirty-second session (Montreal, 15-21 March) the text of a draft Convention on Damage Caused by Foreign Aircraft to Third Parties. The ICAO Council considered the Legal Committee's report on the subject, which included the text of the draft Convention. The Council agreed that the text was not mature enough for submission to a diplomatic conference and required additional study. A Special Group on the Modernization of the Rome Convention of 1952 was established to advance the work.

In relation to the subject "International interests in mobile equipment (aircraft equipment)", the ICAO Secretary-General received the necessary start-up funding for the work of the Preparatory Commission for the International Registry, provided on a voluntary basis by Contracting States and interested private parties. The Preparatory Commission, in May, selected Aviareto (Ireland) as the entity to establish the International Registry and to act as the Registrar, in accordance with the 2001 Convention on International Interests in Mobile Equipment and the Protocol thereto on matters specific to aircraft equipment. The working group set up by the Preparatory Commission agreed on a set of draft regulations for the International Registry.

The Legal Committee also considered a draft amendment to the technical annex to the 1991 Convention on the Marking of Plastic Explosives for the Purpose of Detection and recommended that certain provisions of the Convention be applied, *mutatis mutandis*, without amending either the Convention or its technical annex. Based on that recommendation, as endorsed by the Council on 31 May, the thirty-fifth session of the Assembly adopted resolution A35-2: Application of article IV of the Convention on the Marking of Plastic Explosives for the Purpose of Detection.

#### **Technical cooperation**

In 2004, ICAO undertook 253 technical cooperation projects in 113 countries. The technical cooperation programmes financed by the United Nations Development Programme (UNDP) trust funds, management service agreements and the Civil Aviation Purchasing Service had total expenditures of \$120.3 million. Over 95 per cent of that amount was provided by Governments to fund their own projects.

A total of 539 fellowships were awarded in 2004, of which 515 were implemented. ICAO employed 515 experts from 32 countries, of whom 51 were on assignment under UNDP and 464 worked on trust fund projects. There were 116 Governments and organizations registered with ICAO in 2004 under its Civil Aviation Purchasing Service. Equipment purchases in 2004 totalled \$102.45 million, compared with \$82.8 million in 2003.

#### **Secretariat**

As at 31 December 2004, ICAO employed 796 staff members, including 323 in the Professional and higher categories and 473 in the General Service and related categories.

#### **Budget**

Appropriations for the ICAO budget in 2004 were \$61,001,778.

NOTE: For further details on the activities of ICAO in 2004, see *Annual Report of the Council, 2004*.

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