

- a) there should be more focus on accident and incident reporting;
- b) States should consider establishing a centralized agency and database collection system in instances where such a system is not in place;
- c) ICAO should further its efforts in sensitizing States on the importance of data collection and analysis. It is hoped that there would be more seminars and workshops in this regard;
- d) capacity building in data collection is a critical need and ICAO and major stakeholders should give consideration to this need with a view to finding a way to build capacity;
- e) ICAO should ensure that States understand what data is required in the forms provided to States; and
- f) ICAO should develop a template that would encapsulate its requirements with regard to the data to be submitted by States to ICAO.

5. SESSION FOUR: AVIATION ENVIRONMENTAL PROTECTION (MODERATOR- MR. D.O. VALENTE)

5.1 Main areas of ICAO activity

5.1.1 In its presentation on recent developments on aviation and the environment, ICAO focused on its key areas of concentration in the fields of aircraft engine emissions and noise and its cooperation with international organizations. The presentation introduced the participants to the work of the Committee on Aviation Environmental Protection (CAEP) and the development of ICAO's work through CAEP. It also introduced the participants to ICAO's policies and objectives, which are to limit or reduce the number of persons exposed to aircraft noise; limit or reduce the impact of engine emissions on local air quality; and limit or reduce the greenhouse gas emissions on the global climate.

5.1.2 Participants were also familiarized with the latest developments of ICAO's work in international cooperation through the Group on International Aviation and Climate Change (GIACC), ICAO's mandate under the Kyoto Protocol, its work with the Inter Governmental Panel on Climate Change (IPCC) and the United Nations Environment Programme (UNEP). Finally, work on the carbon footprint and offsetting which involves the calculation of emissions created by aviation was discussed.

5.1.3 There was widespread interest on ICAO's environmental work and the Symposium acknowledged that this issue was of global importance and relevance which called upon total commitment on the part of African States. The Symposium was of the view that economic activity in air transport, particularly in the movement of aircraft between States territories, requires to be viewed in the context of sustainable development, where environmental protection would play a key role. Furthermore the view was expressed that, it has now become opportune to address trade in air transport and its effect on global environmental welfare as a composite whole, rather than within a fragmented framework.

5.2 Aircraft noise

5.2.1 The ICAO presentation underscored the balanced approach to aircraft noise adopted by the Organization, primarily through Assembly Resolution and guidance material adopted by ICAO