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ACHIEVEMENTS OF 2000 SPAN ALL AREAS OF ORGANIZATION'S ACTIVITIES

Montreal, 29 December 2000 – An agreement finalized on 8 December between the civil aviation administrations (CAA) of China and Viet Nam, at the Headquarters of the International Civil Aviation Organization (ICAO), culminated a year of significant achievements in all areas of the Organization's work programme.

“The many accomplishments of ICAO during this transition year between the 20th and the 21st centuries, as well as those of the past 56 years, are the result of a methodical application of the guiding principles contained in the *Convention on International Civil Aviation*. Signed in 1944, the document remains the cornerstone for the safe and orderly development of international civil aviation,” noted Dr. Assad Kotaite, President of the Council of ICAO, in his year-end message (attached).

“This exemplary global regulatory framework still provides workable solutions to the most intricate issues placed before ICAO and the world aviation community through the years. I have no doubt that it can guide international civil aviation effectively in the 21st century,” he emphasized.

The agreement between the CAAs of China and Viet Nam is on a trial application, for a period of three years, of a “package” consisting of a revised route structure and airspace organization in the South China Sea area. The revised route structure includes the doubling of two major air routes to four parallel routes and the opening of a route across Hainan island. The increased air route capacity will result in greater flexibility in airline scheduling and operations, and will reduce airspace congestion and flight delays. The Hong Kong area of responsibility (AOR), in place since 1975, will be suspended and a new Sanya AOR will be declared. The operational target date is 1 November 2001. The implementation programme will be guided by a task force under the auspices of ICAO, and full support will be given by China, Viet Nam and other parties concerned. In addition, ICAO will coordinate the development of a joint proposal by China and Viet Nam for a corresponding amendment to the regional air navigation plan. Upon completion of the trial period, it is expected that the proposal will have been approved.

Following are other significant highlights of 2000:

Aviation Safety

At the end of 2000, ICAO will have audited 131 of its 185 Contracting States under its Universal Safety Oversight Audit Programme. The objective is to audit all States before the 33rd Session of the ICAO Assembly in September 2001 and to present a comprehensive report on the findings of the audits. Launched on 1 January 1999, this programme assists Contracting States to identify and correct deficiencies in the implementation of ICAO Standards and Recommended Practices (SARPs) and relevant, associated procedures, guidance material and safety-related practices. It also provides for action plans to address identified deficiencies and direct assistance, when required, to carry out corrective measures. The current scope of the Programme is limited to legislation, civil aviation organization, procedures and practices as they relate to personnel licensing, and the operation and airworthiness of aircraft. Subject to a decision by the 33rd Session of the ICAO Assembly in 2001, the Programme may be expanded to cover air traffic services, aerodromes, and aircraft accident and incident investigation.

Aviation Security

The Aviation Security Panel conducted a comprehensive review of Annex 17 – *Security*, to adjust its structure and relevancy of Standards and Recommended Practices (SARPs). Draft Amendment 10 was developed based on the Panel's recommendations and will be considered in April 2001. The amendment will include provisions relating to code-sharing, the Standard Airline Security Programme Template, reconciliation procedures, preventive security measures relating to cargo, pre-employment background checks, development of human factors, management of response to acts of unlawful interference, armed persons on board an aircraft and penetration of security systems by the news media. The revised Annex 17 will facilitate its implementation by States and will increase the effectiveness of the assessment programme. In order to assess the level of implementation of Annex 17, States will be audited on a voluntary basis. In this context, the Aviation Security Mechanism has been defined as the *Mechanism for effective implementation of SARPs contained in Annex 17*.

The Y2K Challenge

The considerable investment in human and financial resources that resulted in the safe and effective transition of international civil aviation to the year 2000 provided many substantial and long-lasting side benefits. Aviation systems in air traffic control, airlines and airports worldwide were thoroughly reviewed and tested and, when required, renewed or replaced with state-of-the-art equipment, resulting in a general improvement in functionality of systems. The harmonization of regional contingency plans provided for the first time a truly global integrated contingency plan that will prove invaluable in reacting quickly and effectively to other regional or global concerns in the future. Existing contingency plans of air traffic service providers, airlines and airports were also enhanced by the review process. A comprehensive worldwide inventory of world aviation facilities and air traffic systems now exists.

Radio Frequency Spectrum

Speaking on behalf of the world aviation community at the World Radiocommunications Conference (WRC-2000) of the International Telecommunications Union (ITU), the regulatory body which administers the radio frequency spectrum worldwide, Dr. Kotaite successfully defended the position that the safety, regularity and efficiency of international civil aviation depends on the continued availability of protected frequencies essential to the aviation sector. He emphasized that protecting the exclusive allocations of radio frequencies for the aviation sector would support three fundamental objectives: maintain and enhance the record of international civil aviation as the safest mode of mass transportation; support the consistent and dramatic growth of air transport in this decade and beyond; and, preserve the substantial, permanent and increasing economic benefits of aviation to the world's economies.

Environment

The Committee on Aviation Environmental Protection (CAEP) of the ICAO Council made considerable progress in developing a recommendation for a new noise standard that would be more stringent than the present standard in Chapter 3 of Annex 16 and in analyzing possible new operating restrictions on noisier aircraft. These matters will be discussed at the much-awaited CAEP/5 meeting, from 8 to 17 January 2001, in Montreal. That meeting will also review policy options to limit or reduce engine emissions of greenhouse gases in response to the Kyoto Protocol, with emphasis on market-based options. CAEP's work generated much attention on the world scene during 2000.

Economics of Airports and Air Navigation Services

By year end the Council had acted on all the recommendations and adopted new *ICAO's Policies on Charges for Airports and Air Navigation Services* to supersede the former *Statements by the Council to Contracting States on Charges for Airports and Air Navigation Services*. Major changes address: the creation by States of independent mechanisms for the economic regulation of airports and air navigation services; the development and application of performance parameters and best commercial practices; pre-funding of projects through charges in specific safeguarded circumstances; revised policy regarding the intermingling of non-aeronautical revenues (commercial concessions) with aeronautical revenues (landing charges); and the use of "first-resort" mechanisms for the settlement of disputes.

Trade in Services

ICAO participated proactively in developments regarding trade in services, particularly the review process launched by the World Trade Organization (WTO-OMC) of the General Agreement on Trade in Services (GATS) including its Air Transport Annex. ICAO provided substantive inputs to the WTO-OMC for the review and participated actively in

meetings of WTO-OMC as well as of the Organization for Economic Cooperation and Development and of IATA where air transport liberalization was discussed. Efforts were made to explain to trade and tourism representatives and the community at large the characteristics of international civil aviation, the current situation of air transport liberalization, ICAO's role and activity in facilitating regulatory reform and ICAO's paramount objective to ensure that safety is not compromised by economic considerations."

International Conference on Air Law

The ICAO Legal Committee, in cooperation with Unidroit, prepared a draft convention and draft protocol on the subject of international security rights in aeronautical mobile equipment. The document was circulated to Contracting States. On the basis of the report of the Legal Committee, the ICAO Council decided to convene a Diplomatic Conference – International Conference on Air Law: International Interests in Mobile Equipment (aircraft equipment) – to be held in principle in South Africa, in May/June 2001.

Unruly Passengers

The problem relating to unruly/disruptive passengers continues to be of concern of the international aviation community. An ICAO Secretariat Study Group is reviewing its legal aspects and has prepared draft model legislation. The draft includes a list of offences committed on board aircraft, other than hijacking, sabotage, etc., which are already regulated internationally, and addresses the issue of jurisdiction. It is intended to be finalized in 2001 and will then be recommended to all 185 ICAO Contracting States for adoption.

Technical Cooperation

The Technical Cooperation Programme for the year 2000 reached a record high of almost US\$ 80 million. With almost all of the funds being provided by the States themselves, this is a strong statement from developing countries as to their satisfaction with the technical cooperation which ICAO is providing through its Technical Cooperation Bureau for the worldwide implementation of SARPs, particularly in the area of Flight Safety.

Administration

Substantial progress was made in the streamlining of communication networks with the Organization's 185 Contracting States, resulting in the establishment of ICAO-Net for worldwide and instantaneous availability of information via the Internet. Innovative use of the World Wide Web was emphasized through availability online of databases such as *Agreements and Arrangements recently registered with ICAO*. The Organization's regional offices are being linked electronically to ICAO Headquarters to form a Wide Area Network for secure access to information. A number of electronic publications were prepared for sale on CD-ROM.

Appointments and Awards

- The ICAO Council appointed Mr. Renato Cláudio Costa Pereira (Brazil) as Secretary General of ICAO for a second three-year term, effective 1 August 2000. Mr. Costa Pereira began his first term on 1 August 1997.
- The Council also appointed Mr. R.W.I. Allison as President of the Air Navigation Commission for a second one-year term beginning 1 January 2001.
- The Singapore Aviation Academy was presented with the 34th Edward Warner Award, the highest honour in the world of civil aviation, in recognition of its eminent contribution as a centre of excellence in international civil aviation training.

ICAO was created in 1944 to promote the safe and orderly development of civil aviation in the world. A specialized agency of the United Nations, it sets international standards and regulations necessary for the safety, security, efficiency and regularity of air transport and serves as the medium for cooperation in all fields of civil aviation among its 185 Contracting States.
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**Year-end Message from the
President of the Council of the
International Civil Aviation Organization
Dr. Assad Kotaite**

December 2000

The many accomplishments of ICAO during this transition year between the 20th and 21st centuries, as well as those of the past 56 years, are the result of a methodical application of the guiding principles contained in the Convention on International Civil Aviation. Signed in 1944, the document remains the cornerstone for the safe and orderly development of international civil aviation.

The Chicago Convention laid the basis for ICAO's mission – to ensure the safe and orderly development of international civil aviation; for its mandate – to establish Standards and Recommended Practices (SARPs) necessary for the safety, security, efficiency and regularity of air transport; and for its modus operandi – to function in a spirit of cooperation and consensus among all member states. To this day, mission, mandate and modus operandi remain the driving forces behind ICAO.

This exemplary regulatory framework still provides workable solutions to the most intricate issues placed before ICAO and the world aviation community through the years. And its inherent flexibility still permits Contracting States to deal effectively with the major technological, social, political and economic forces that shape our global environment, particularly the privatization of government services and the liberalization of economic controls.

In fact, the Chicago Convention stands as one of the most resilient and relevant universal declarations of the 20th century. Distinct Annexes were added progressively to the Convention in response to the growing complexity in every field of aviation, from safety, security and environmental concerns to overall demands created by the spectacular growth of civil aviation. There have been only two substantive amendments, both dealing with concerns that early aviation regulators could not have anticipated.

No matter what changes the future may bring, the challenge for national governments to carry out their responsibility of ensuring the optimum level of safety and security of civil aviation in and over their territories will grow. Having worked with the Convention for the past 47 years, I have no doubt that it can guide international civil aviation effectively in the 21st century.