



ICAO

UNITING AVIATION

CELEBRATING 70 YEARS OF
THE CHICAGO CONVENTION

70

A banner for the ICAO Business Class (IBC2014) event. The background features a world map, a red line graph showing upward growth, and silhouettes of people. A hand is visible on the left, pointing towards the graph. The ICAO logo is in the bottom left corner.

ICAO BUSINESS CLASS (IBC2014)
Technology Propelling the Future of Aviation
Montréal, Canada, 14 - 16 October 2014

Nancy Graham

Director, Air Navigation Bureau, ICAO

ICAO and its Role

The **International Civil Aviation Organization (ICAO)** is a UN specialized agency, created in 1944 upon the signing of the *Convention on International Civil Aviation* (Chicago Convention).





ICAO and its Role

ICAO works with the Convention's **191 Signatory States** and global industry and aviation organizations to develop international Standards and Recommended Practices (SARPs) which are then used by States when they develop their legally-binding national civil aviation regulations.



ICAO and its Role

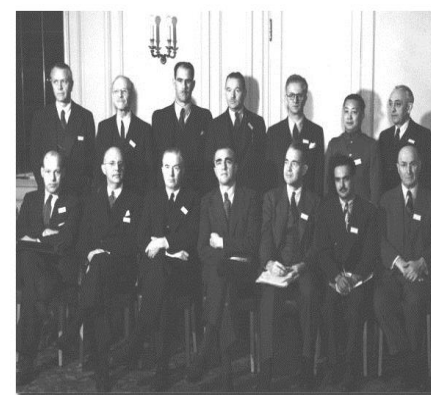
There are currently over 10,000 SARPs reflected in the **19 Annexes to the Chicago Convention**, and it is through these SARPs and ICAO's complementary policy, auditing and capacity-building efforts that today's air transport network is able to operate over 100,000 daily flights, safely and efficiently.



The **Chicago Convention** was signed on
7 December 1944

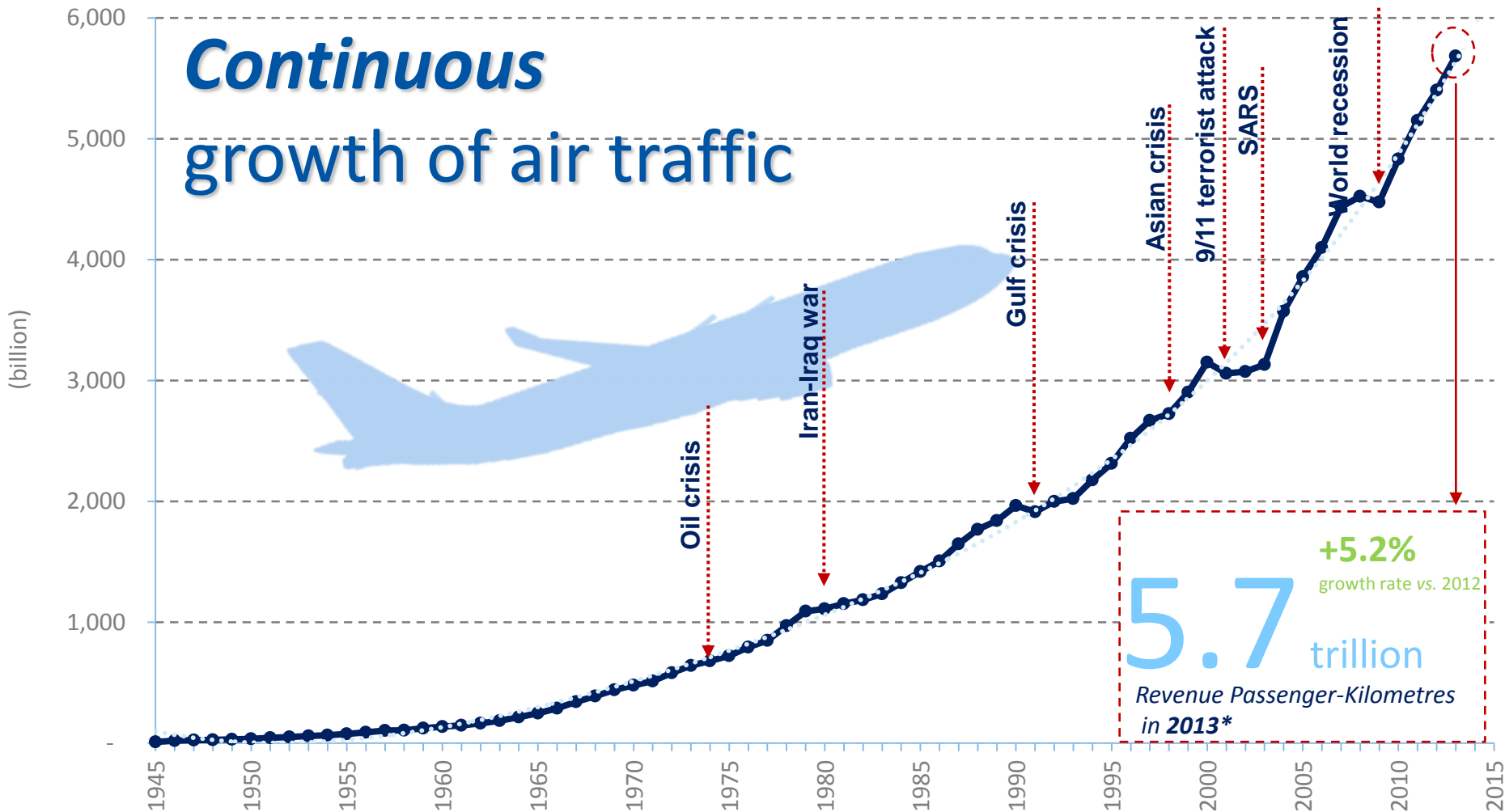
52 States
1944

191 States
2014



Continuous growth of air traffic

Revenue Passenger-Kilometres (billion)



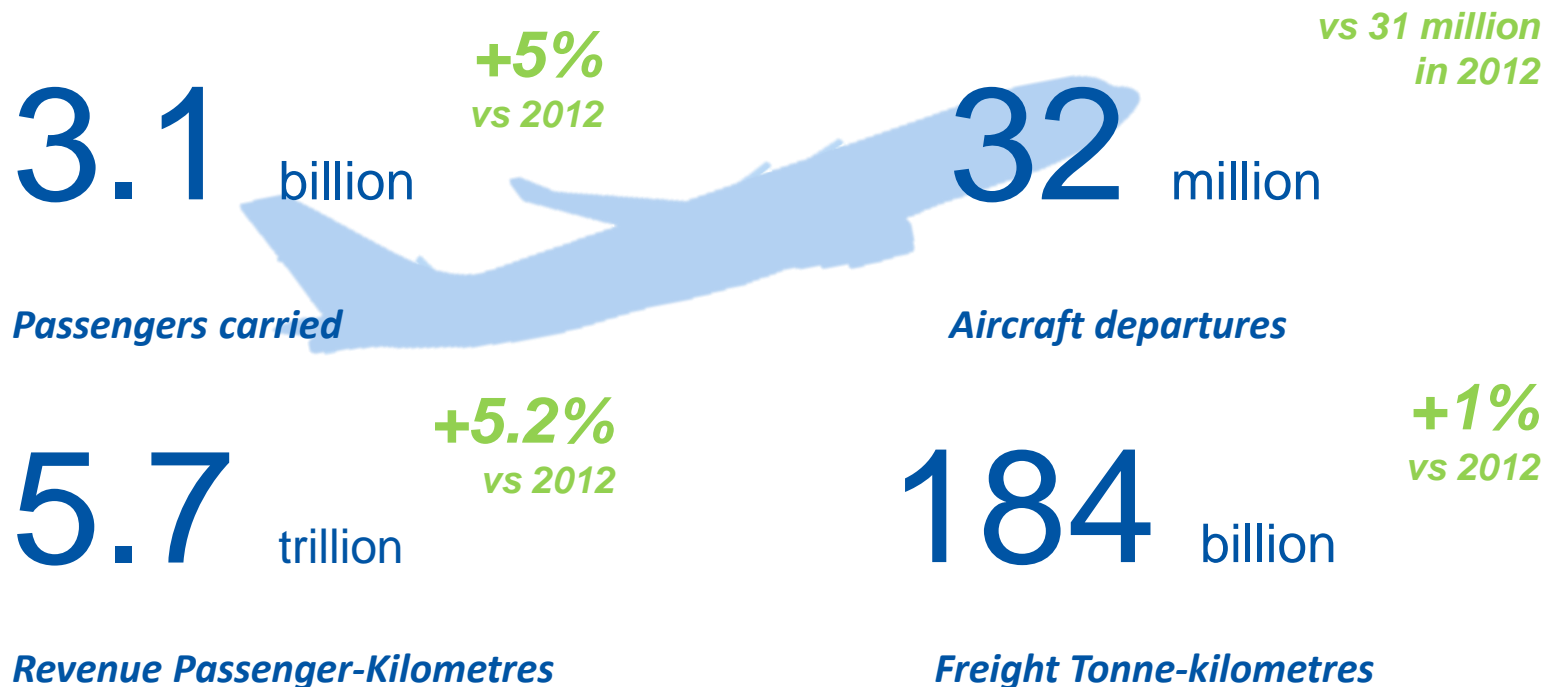
5.7 trillion
Revenue Passenger-Kilometres
in 2013*
+5.2%
growth rate vs. 2012

Note: world total scheduled services

*preliminary results



Air Transport in 2013*



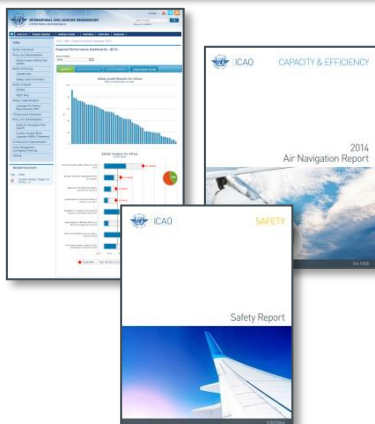
Note: world scheduled services

*preliminary results

Compliance & Verification



Assess & Measure



Needs Analysis / Validation

Category	Item	Current Status	Target Status
Safety	1. Safety Management System (SMS)	Implemented	Implemented
	2. Safety Reporting System	Implemented	Implemented
	3. Safety Investigation System	Implemented	Implemented
Security	4. Security Management System (SMS)	Implemented	Implemented
	5. Security Screening System	Implemented	Implemented
	6. Security Incident Response System	Implemented	Implemented
Operations	7. Operations Management System (OMS)	Implemented	Implemented
	8. Operations Safety System	Implemented	Implemented
	9. Operations Security System	Implemented	Implemented

Global Plans



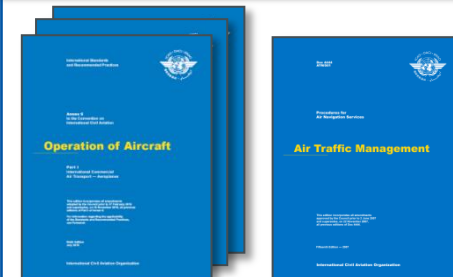
Global & Regional

Implementation Planning



Training & Guidance

SARPs & PANS





Global Aviation Safety Plan (GASP)

Objectives and Priorities

Near-term

2017

- All States establish **effective safety oversight systems**
- States with effective safety oversight (over 60% EI) **fully implement SSP**
- States / Stakeholders support RASGs with the **sharing of safety information**

Mid-term

2022

- All Member States **fully implement the ICAO SSP Framework**
- RASGs incorporate **regional monitoring and safety management** programmes

Long-term

2027

- Member States implement **safety capabilities** as necessary to support future Air Navigation Systems

PRIORITIES

RUNWAY SAFETY

CONTROLLED FLIGHT INTO TERRAIN (CFIT)

LOSS OF CONTROL IN-FLIGHT (LOC-I)



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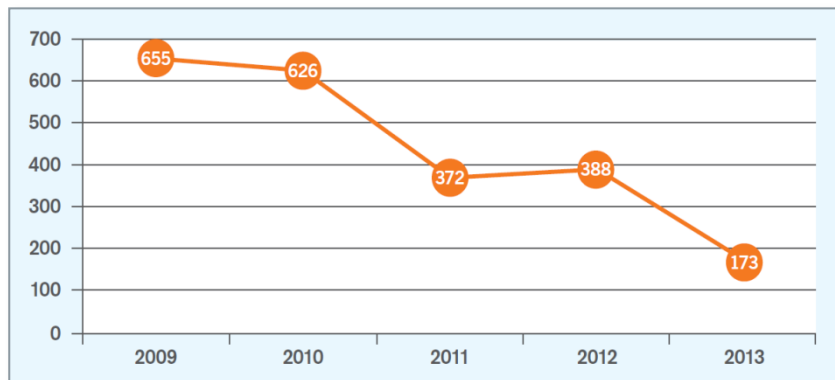
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SAFETY

Continuing to drive GASP Goals



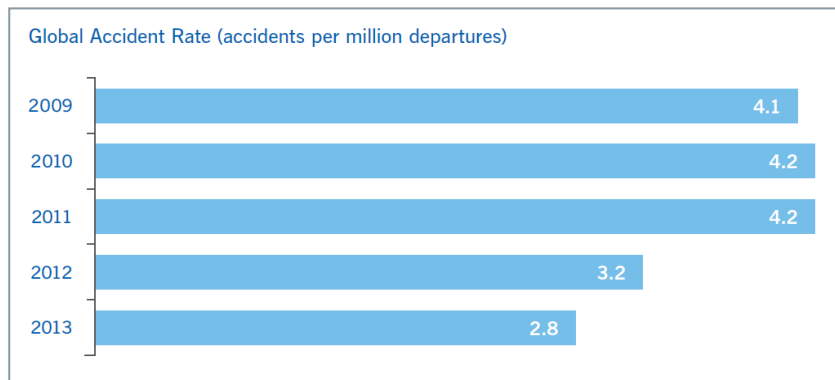
State of Global Aviation **SAFETY**



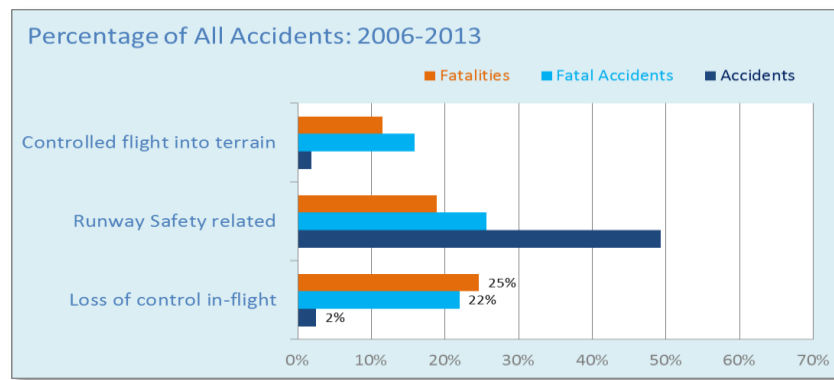
NUMBER OF FATALITIES IS *DECREASING*

RASG	Estimated Departures (in millions)	Number of accidents	Accident rate (per million departures)
AFI	0.7	9	12.9
APAC	8.6	19	2.2
EUR	7.9	21	2.7
MID	1.1	2	1.8
PA	13.8	39	2.8
WORLD	32.1	90	2.8

REGIONAL ACCIDENT RATES REMAIN *LOW*



GLOBAL ACCIDENT RATE CONTINUES TO *DECLINE*



FATALITIES RELATED TO LOSS OF CONTROL IN-FLIGHT *REMAINS HIGH*

* Accidents limited to scheduled commercial departures on aircraft above 5 700 kg



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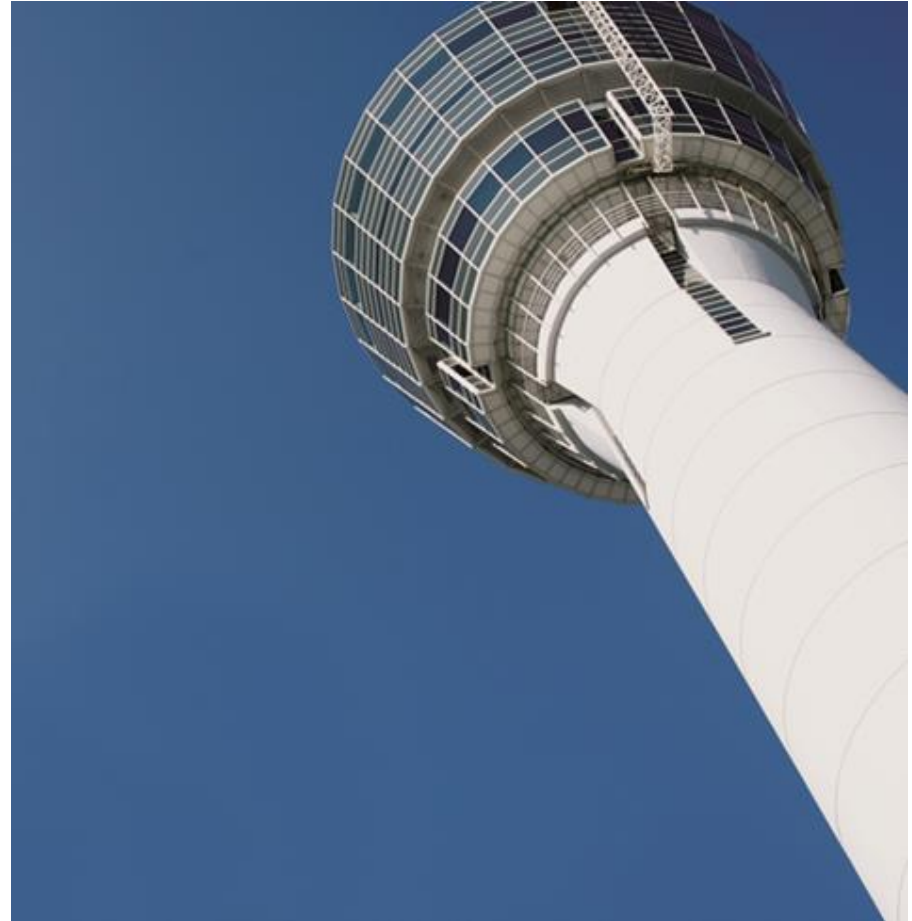
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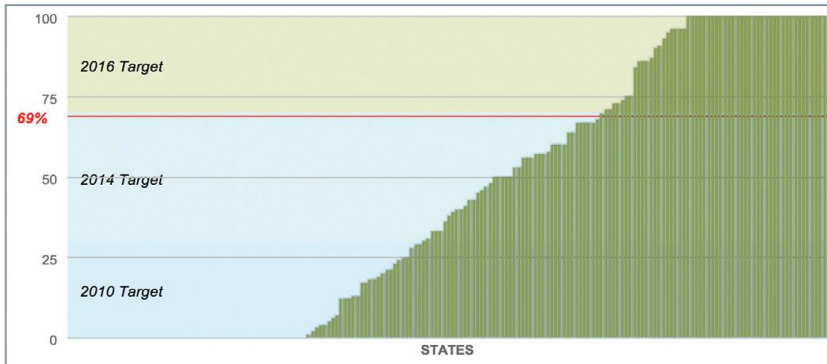


AIR NAVIGATION

Continuing to drive GANP Goals



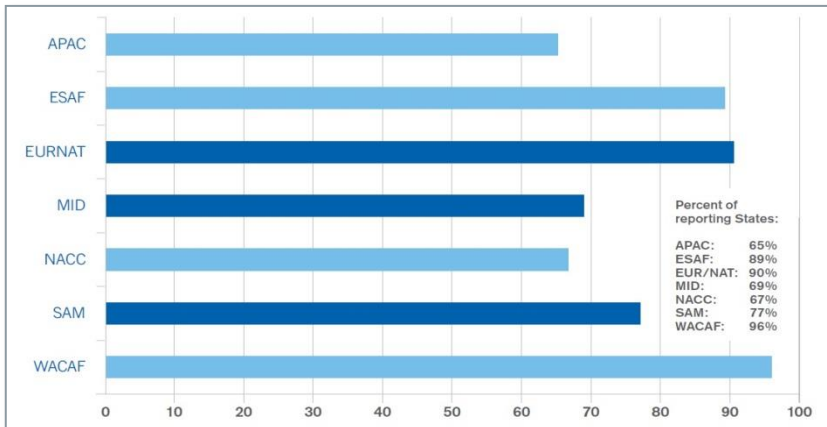
State of Global AIR NAVIGATION



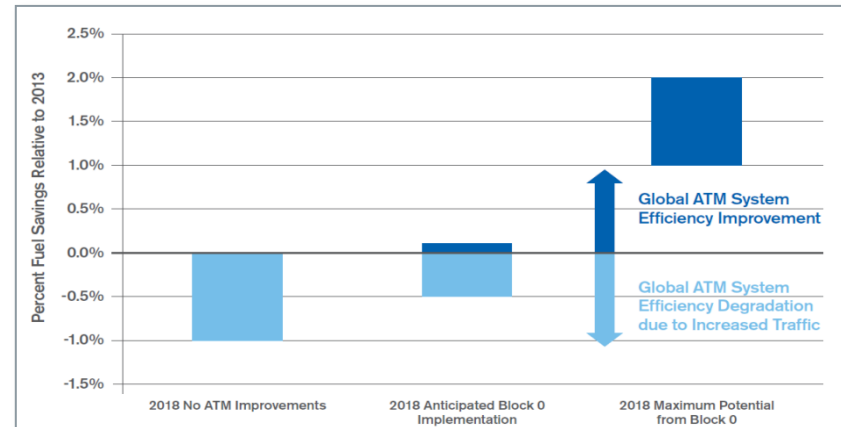
PBN RUNWAY IMPLEMENTATION CONTINUES TO RISE



ATFM IS CURRENTLY BEING USED IN AREAS OF TRAFFIC CONGESTION



AIM CONSOLIDATION PHASE IS ONGOING



STUDY ON POTENTIAL ENV BENEFITS OF ASBU B0 SHOWS NET GAIN



Business Opportunities

THE FUTURE

Business Opportunities for the Future

- ICAO can become the place to Network for business opportunities in aviation.
- It is THE place where civil aviation meets with all of the Key Players
 - **Opportunities** for B2B's
 - **Opportunities** for States and Businesses
 - **Opportunities** for International Organizations and Businesses
 - **Opportunities** for ICAO and all of the above for the future of aviation.





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North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU



Notes

- **Basics of ICAO**
- **Safety Programme**
- **Business Opportunities**

the Future

- What role can **Amazon** play in the future of Data in Aviation?
- Is China's cloud infrastructure provider **CSKY** thinking already in the growth that we see happening in China's aviation?
- Will delays become so important for travelers that they will look into **Flightstats** "on-time performance tool" to decide which airline they will use in the future?
- What is **EUROCONTROL** doing with Data in the analysis of air traffic delays?



the Future

- How can we have a better relationship with the private sector that will benefit the safety and efficiency of aviation?
- What is the best way to better our communication?
- Given ICAO's unique role as a UN organization that is independent and unbiased, what role can **ICAO** play in the future of Aviation data?
- How does cloud computing/big data enhance aviation safety and air navigation in the States? How will it help international organizations like ICAO?
- With the internet promoting greater transparency about aviation such as online monitoring tools for delays, how do you see this affect the way the consumer interacts with aviation businesses?
- Some States have done an expansive local analysis of their aviation trends – how can ICAO bring these organizations together to provide States that don't have this capability?