

CALAF3rd

The Third Civil Aviation Legal Advisers Forum
London, United Kingdom 26 - 28 November 2024

WINGSPAN:

Extending legal horizons in civil aviation

**SAFE SKIES.
SUSTAINABLE
FUTURE.**

ICAO
80



Legal Milestones in International Civil Aviation

1919: **Adoption of the Paris Convention**, which is the first multilateral instrument aimed at governing international civil aviation.

1929: **Adoption of the Warsaw Convention**, which provides for a uniform legal regime that applies to the international transportation of persons, baggage and goods performed by aircraft for remuneration or hire.

1944: **Adoption of the Chicago Convention**, and the Transit and Transport Agreements in Chicago on 7 December 1944. The Chicago Convention provides for the rules governing international civil aviation that still apply today.

1947: **Establishment of the ICAO Legal Committee by the First Session of the ICAO Assembly.** The Legal Committee follows the Comité International d'Experts Juridiques Aériens (1926- 1947) in contributing to the preparation of international air law treaties.

1963: **Adoption of the Tokyo Convention** which applies to offences and other acts that jeopardize good order and discipline on board an aircraft.

1970-71: **Adoption of the Hague Convention 1970 on the unlawful seizure of aircraft** and the Montreal Convention 1971 which deals with acts of unlawful interference against the safety of civil aviation.

1984: **Adoption by the 25th Session (Extraordinary) of the ICAO Assembly of the Protocol on Article 3 bis of the Chicago Convention**, in the aftermath of the destruction of the Korean Airlines flight KAL 007. It concerns the interception of and other enforcement measures with respect to a civil aircraft in flight and prohibiting the use of weapons against civil aircraft.

1998: **Adoption of ICAO Assembly Resolution A32-11, establishing the ICAO Universal Safety Oversight Audit Programme (USOAP).** The USOAP provides regular, universal, harmonized and mandatory safety audits carried out by ICAO in Member States. The ICAO Universal Security Audit Programme (USAP) was established a few years later.

1999: **Adoption of the Montreal Convention 1999.** It consolidates the international legal regime established pursuant to the Warsaw Convention 1929 and its various amending instruments into a unified framework of modernized rules. These rules relate to the international carriage of passengers, baggage and cargo, facilitating fair compensation and the use of simplified and electronic documents of carriage and digital transactions.

2010: **Adoption of the Beijing Convention and Beijing Protocol**, following the attacks of 11 September 2001 using aircraft against targets in the United States. The Convention and Protocol criminalize various acts constituting new and emerging threats against civil aviation. By enhancing the global treaty regime on counter terrorism, the treaties also contribute to the implementation of the United Nations Global Counter Terrorism Strategy, which was adopted on 8 September 2006.

2014: **The Diplomatic Conference to consider amending the Tokyo Convention 1963 adopts the Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft.** The Protocol addresses the incidence of unruly and disruptive behaviour on board aircraft by expanding jurisdiction over relevant offences and acts to the State of landing and the State of the operator.

2016: **The 39th Session of the ICAO Assembly adopts the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).** CORSIA is the first global market-based measure for any sector. It offers a harmonized way to reduce emissions from international aviation, minimizing market distortion, while respecting the special circumstances and respective capabilities of ICAO Member States.

2018: **Introduction of Volume IV of Annex 16**, containing SARPs relating to the implementation of CORSIA.

2022: **The 41st ICAO Assembly adopts a long-term global aspirational goal (LTAG) for international aviation of net-zero carbon emissions by 2050 in support of the UNFCCC Paris Agreement's temperature goal.**

Welcome

We are delighted to welcome you to the third Civil Aviation Legal Advisers Forum (CALAF/3), organized by the International Civil Aviation Organization (ICAO) and hosted by the UK Civil Aviation Authority.

This prestigious event, held at the Royal Aeronautical Society in London this year, brings together chief executives, directors general, legal experts, and officials responsible for civil aviation regulation worldwide.

Legal advisors play a pivotal role in ensuring regulations are robust and that our industry remains compliant with international standards. This gathering will therefore provide an opportunity to discuss and shape the future of international aviation.

The Forum is also taking place in the context of this year's celebrations of the 80th anniversary of the signing of the Chicago Convention. A commemorative panel will take place to commemorate this cornerstone of international aviation law.

The proceedings will also feature insightful discussions on legal and regulatory best practices, enabling sustainability and innovation in civil aviation, supporting aviation safety through enforcement of air navigation regulations, and the use of safety information in judicial proceedings.

We look forward to your active participation and valuable contributions as we navigate the challenges and opportunities ahead.

Together, we can continue to foster a safe, secure, and sustainable aviation industry.

Juan Carlos Salazar

Rob Bishton



Juan Carlos Salazar
Secretary General, ICAO



Rob Bishton
Chief Executive,
UK Civil Aviation Authority

ICAO80



ICAO at 80 - Safe Skies, Sustainable Future

7 December 1944. The signing of a landmark agreement. The Chicago Convention.

This historic event, attended by 700 delegates from 54 States, including the



UK, marked the beginning of a global commitment to developing international civil aviation in a safe and orderly manner.

80 years on, the International Civil Aviation Organisation (ICAO), continues to deliver on its core mandate of helping States to work together to achieve the highest possible degree of uniformity in civil aviation regulations, standards, procedures and organisation.

As we gather here at the third Civil Aviation Legal Advisers Forum (CALAF/3), we look back at the past 80 years and recognise some of the important work ICAO have taken to improve international aviation.

80 Years of Support and Commitment: Governance

Five years after the signing in 1949, ICAO's Council, Secretariat, and Air Navigation Commission were established.

The UK has been a consistent member, contributing significantly through its nominated

Commissioners. Four UK experts have served as President of the Air Navigation Commission, highlighting the UK's ongoing commitment to ICAO's mission.

80 Years of Support and Commitment: International Legal Instruments

In 1948 came the Geneva Convention. Notable contributions include the 2001 International Interests in Mobile Equipment Convention and the 2009 Convention on Compensation for Damage to Third Parties. These efforts underscore the UK's dedication to strengthening international air law.

The Third Civil Aviation Legal Advisers Forum

80 Years of Support and Commitment: Standards & Recommended Practices (SARPs)

Since the adoption of the first SARPs in 1948, the UK has played a crucial role in developing and refining these standards. UK experts have chaired various ICAO Panels and received prestigious awards, such as the Walter Binaghi Air Navigation Commission Laurel Award, recognizing their contributions to global aviation safety and efficiency.

Addressing Global Challenges

ICAO provides a platform for States to collaborate on significant challenges. The UK's response to the 2010 Eyjafjallajökull volcanic eruption and the 2020 COVID-19 pandemic exemplifies this cooperation. The UK actively participated in ICAO's task forces, contributing to landmark documents like ICAO Doc 9974 on volcanic ash and the Council Aviation Recovery Task Force's guidance during the pandemic.

Supporting Capacity Building and Development

ICAO's Universal Safety Oversight Audit Programme (USOAP) and Universal Security Audit Programme (USAP) help assess and improve global aviation standards. The UK has been audited and recognized for its best practices, while also identifying areas for improvement. The UK's commitment to capacity building is evident through its strategic objectives and dedicated teams, such as the CAA's International Strategy and Engagement team and the State Safety Partnerships programme.

And Today

ICAO's 19 Annexes now include over 12,000 international standards and recommended practices, agreed upon by 193 Member States. These SARPs, along with technological advancements, have made air transport a critical driver of socio-economic development. As aviation enters a new era of digitization and innovation, ICAO's support remains vital. The UK is proud to be a trusted ICAO partner, committed to shaping the future of international aviation.

Padhraic Kelleher, UK Civil Aviation Authority.



Evolving Horizons:

The UK Civil Aviation Authority's journey and navigating the future of aerospace

Two years ago, we emerged from the COVID pandemic to find ourselves on the cusp of the next aerospace revolution. But the UK Civil Aviation Authority has been a cornerstone of aviation and aerospace regulation much longer than that, starting in 1972.

We've evolved significantly over the past five decades, adapting to the dynamic landscapes we regulate and expanding our horizons. The advancements in technology and increased focus on sustainability place us amid another transformative era.

But our principal mission and primary role has remained. Protecting people and enabling aerospace.

Role and responsibilities

We marked many significant milestones in our early years, including the certification of Concorde in 1975, ushering in the era of supersonic travel. The 1980s then saw the introduction of crucial safety measures, but by the 1990s, the industry had become a major sector of the UK economy. We registered more than 15,000 aircraft in that time, and UK air traffic controllers were handling over four million flights annually.

The turn of the millennium brought new challenges, including the aftermath of 9/11 in New York. We played a crucial role alongside other ICAO members in protecting airspace and introducing new security measures. This international cooperation has helped deliver further benefits to aviation safety.



The 2010 eruption of the Eyjafjallajökull volcano in Iceland is another example of working in collaboration. The incident led to the closure of most European airspace, with the UK Civil Aviation Authority being a leading edge in establishing new safety standards and reopening airspace with other airspace regulators.

Looking Forward

In the past decade, we have adapted to the rapid growth of the aviation and aerospace sector and the emergence of new technologies. More recently, we took on new responsibilities as the UK's space regulator.

New parts of the aerospace sector are constantly developing - from space flight to drones and advanced air mobility. At the same time, the challenges of sustainability (carbon, air quality, noise) mean that new technological and policy solutions are required for the sector to be able to grow more sustainably. It is our role in the UK to work with ICAO and other international

regulators to anticipate the regulatory challenges and help safely integrate these new forms of aerospace into the existing system.

This work and more are why we set out our new strategy to help us fulfil our mission: protecting people and enabling aerospace. Right now, that means continuing to prioritise our core safety, security, and consumer roles, while looking ahead to significant future changes that will come and positive international cooperation with other ICAO members will be key to this delivery.

Robert Crawford, UK Civil Aviation Authority



WINGSPAN:

Extending legal horizons in civil aviation

DAY 1

Tuesday, 26 November 2024

Royal Aeronautical Society,
4 Hamilton Place, London

08:00 – 09:00

Marshall of Cambridge Room

Registration

09:00 – 09:30 Bill Boeing Lecture Hall

Opening and Welcoming Addresses

- Dr Rannia Leontaridi OBE, Director General of Civil Aviation, United Kingdom Department for Transport
- Juan Carlos Salazar, Secretary General of the International Civil Aviation Organization (ICAO)
- Rob Bishton, Chief Executive, United Kingdom Civil Aviation Authority

9:30 – 9:50 Keynote Presentation

Air Law - lifting aviation through the ages. Simon Calder, Travel Correspondent

09:50 – 10:30 Group Photo Session

REFRESHMENT INTERLUDE

10:30 – 11:00 Commemorative Panel:
Marking 80 years of legal milestones in civil aviation

11:00 – 11:40 Session I

Enabling air transport priorities through ICAO activities in the legal field

Speakers:

- Michael Gill, Director, Legal Affairs and External Relations Bureau, ICAO
- Leslie MacIntosh Corporate Secretary and Acting General Counsel, IATA
- Alice Serpa Braga Della Nina, Chairperson of the ICAO Legal Committee and Attorney for Federal Agencies, Attorney's Office, National Civil Aviation Agency, Brazil (ANAC)

11:40 – 12:15 DGs' Roundtable:

"Not without my lawyer"

Moderator:

- Michael Gill, Director, Legal Affairs and External Relations Bureau, ICAO

Narrators:

- Alexander Ferguson, Director General, Civil Aviation Authority Bahamas
- Naif Ali Hamad Al Abri, President of Civil Aviation, Civil Aviation Authority, Sultanate of Oman
- Dr Rannia Leontaridi OBE, Director General of Civil Aviation, United Kingdom Department for Transport
- Rob Bishton, UK CAA

12:15 – 13:00 Session II

Enabling Sustainability and Innovation in civil aviation

Moderator:

- Spyridon Flogaitis, Director, European Public Law Organization

Panellists (Sustainability):

- Haldane Dodd, Executive Director, Air Transport Action Group
- Harry Armstrong, Head of Sustainability, UK CAA
- Mark Oliver, Director of Legal, Business Operations, Heathrow Airport

Panellists (Innovation):

- James Bell, Innovation Strategy Lead, UK CAA
- Graham Braithwaite, Director of Transport Systems and Professor of Safety and Accident Investigation, Cranfield University
- Benjamyn I. Scott, Assistant Professor, eLaw - Center for Law and Digital Technologies International Institute for Air & Space Law, Leiden University

13:00 – 14:00 LUNCH INTERLUDE

14:00 – 14:45 Session II continues

14:00- 14:45 Flash talk:
Artificial Intelligence (AI) and new technology:

Deploying AI in legal work - how we can use AI, and can it use us?

James Bell, Strategy Lead, Innovation, UK CAA

15:00 Session III

Supporting aviation safety through enforcement and cooperation between States

15:00 - 15:45 Segment 1

Enforcing air navigation regulations: Experiences, Challenges and Solutions

Moderator:

- Andrew P. Opolot, Legal Officer, Legal Affairs and External Relations Bureau, ICAO

Panellists:

- Susanna Metsälampi, Leading legal adviser and Team Leader, Finnish Transport and Communications Agency, First Vice Chairperson of the ICAO Legal Committee and Chairperson of the Article 12 Task Force
- Jonathan Aleck, Executive Manager Legal and Regulatory Affairs Division, Civil Aviation Safety Authority (CASA), Australia and Vice-Chairperson of the Article 12 Task Force and Scoping Subgroup Lead.

15:45 - 16:15

REFRESHMENT INTERLUDE

16:15 - 16:40 Flash talk:

The role of international cooperation in enforcing air navigation regulations.

Lessons from Guam case and the prosecution of Hansen Helicopters

Jeffrey Klang, formerly Assistant Chief Counsel, International Affairs and Legal Policy, Federal Aviation Administration (FAA).

16:40 - 17:20 Segment 2
Cooperative mechanisms for aviation safety

Moderator:

- Neil Williams, Rulemaking Manager, UKCAA

Panellists Speakers:

- John Parnell, Deputy Chief Legal Counsel, New Zealand CAA
- Arthur Beckand, Head of Legal and Procurement, European Union Aviation Safety Agency (EASA)
- Mary Tufano-Eche, Director, Legal Services/ Company Secretary, Nigerian Civil Aviation Authority

17:20 - 17:50

Commentary:

The use of safety information in judicial proceedings - a treasure trove or pandora's box.

Keith Morton KC

19:00 - 21:00

WELCOME DINNER

Royal Air Force Club,
128 Piccadilly, London

Please note:
Extended session
descriptions are available on
pages 12 - 15

DAY 2

27 November 2024

09:00 - 10:00 Session IV

States' obligations under the Cape Town Instruments of 2001 and their relationship with national civil aviation law and practice

Moderator:

- John Thachet, Senior Legal Counsel/Aviation Team Lead, Transport Canada

Panellists/Speakers:

- Marla Weinstein, Legal Officer, Legal Affairs and External Relations Bureau, ICAO
- Jeffrey Wool, Secretary General, Aviation Working Group
- Rob Cowan, Managing Director, Aviareto - Dublin, Ireland, Managers of the International Registry

10:00 - 10:30

REFRESHMENT INTERLUDE

10:30 - 11:30 Session V

Enabling air transport through Facilitation

Moderator:

- Vincent Correia, Director Institute of Air and Space Law, McGill University and Secretary General of ALICANTO

Panellists:

- Laurent Noël, Legal Advisor, Federal Office of Civil Aviation of Switzerland
- Simon Watkin MBE, Senior Policy Manager, UK Home Office
- Anna Konert, Professor of Aviation Law, Lazarski University

11:30 - 12:00 Sidebar:

"Know thy enemy" - are private practitioners friends or foes?

Moderator:

- George Leloudas, Institute of International Shipping and Trade Law, Swansea

Narrators:

- Robert Lawson KC, Partner Clyde & Co LLP
- Peter Neenan, Stewarts Law

12:00 Session VI

Enhancing the capacity and effectiveness of civil aviation legal advisers

Moderator:

- Alice Serpa Braga Della Nina, Chairperson of the ICAO Legal Committee and Attorney for Federal Agencies, Attorney's Office, National Civil Aviation Agency, Brazil (ANAC)

12:00 - 12:30

Flash Talk: Continuous monitoring of compliance with ICAO SARPs and audit critical elements for aviation safety and security

Babalwa Ndandani, Legal and Aviation Compliance Executive, South African Civil Aviation Authority

12:30 - 13:00

Stream A: Next Generation of Aviation Professionals

A presentation of strategies and best practices to attract and retain STEM and air law professionals into the civil aviation domain.

Presenters:

- Brenda Jefcoate, STEM and Aviation Skills Consultant, United Kingdom Civil Aviation Authority
- Aideen Mc Mahon, Legal Advisor and STEM Ambassador, United Kingdom Civil Aviation Authority
- Lydia Price, Head of Aviation Skills, United Kingdom Department for Transport
- Axelle Cartier, Air Law Instructor

Stream B: Educational Opportunities for Learning Air Law:

A presentation on educational and future learning opportunities available from premier academic institutions teaching air law

Presenters:

- Representatives of Cranfield, Lazarski, Leiden, McGill and Swansea Universities, moderated by Mathieu Vaugeois, Associate Legal Officer, ICAO

13:00 - 14.00

LUNCH INTERLUDE

14:00 - 15:00

Groups Breakout Session

Middle East (MID) States: Khalifa Al Sharqi,
Director Legal, General Civil Aviation Authority of
the United Arab Emirates

Asia and Pacific (APAC) States: Siew Huay Tan,
Director, Special Projects and International Law
Civil Aviation Authority of Singapore

European and North Atlantic (EUR/NAT) States:
Susanna Metsälampi, First Vice Chairperson of
the ICAO Legal Committee and Leading Legal
Adviser and Team Leader, Finnish Transport and
Communications Agency

**Eastern and Southern African, Western and
Central African (ESAF/WACAF) States:** Maria
Makalla Memba, Fourth Vice Chairperson of the
ICAO Legal Committee and Director of Legal
Services, Tanzania Civil Aviation Authority

**North American, Central American and Caribbean
and South American (NACC/SAM) States:** Ryan
Sands, Legal Counsel, Bahamas Civil Aviation
Authority

Note: Each group will discuss the questions and
present its proposals to the plenary session.

15:00 - 16:00

Plan of actions -

Next steps After London

Group Presentations

16.00 - 16.30

Closing

- Michael Gill, Director, Legal Affairs & External Relations Bureau, International Civil Aviation Organization
- Jonathan Spence, General Counsel and Company Secretary, United Kingdom Civil Aviation Authority

19:00 - 21:00

FAREWELL RECEPTION/ BUFFET DINNER

Royal Aeronautical Society, Terrace

CULTURAL DAY

DAY 3

Legal London:

Visit to institutions of national
significance to the legal history,
cultural and political traditions
of the United Kingdom

10:00 - 11:35

Royal Courts of Justice
and Lincoln's Inn

12:00 - 14:30

Lunch and
Gray's Inn tour



Floorplan

Registration -
Marshall of
Cambridge Room

Cloakroom -
Ground Floor

Main plenary -
Bill Boeing Room

Refreshments and Lunch -
Argyll Room First Floor

Toilets
Ground Floor and
Second Floor

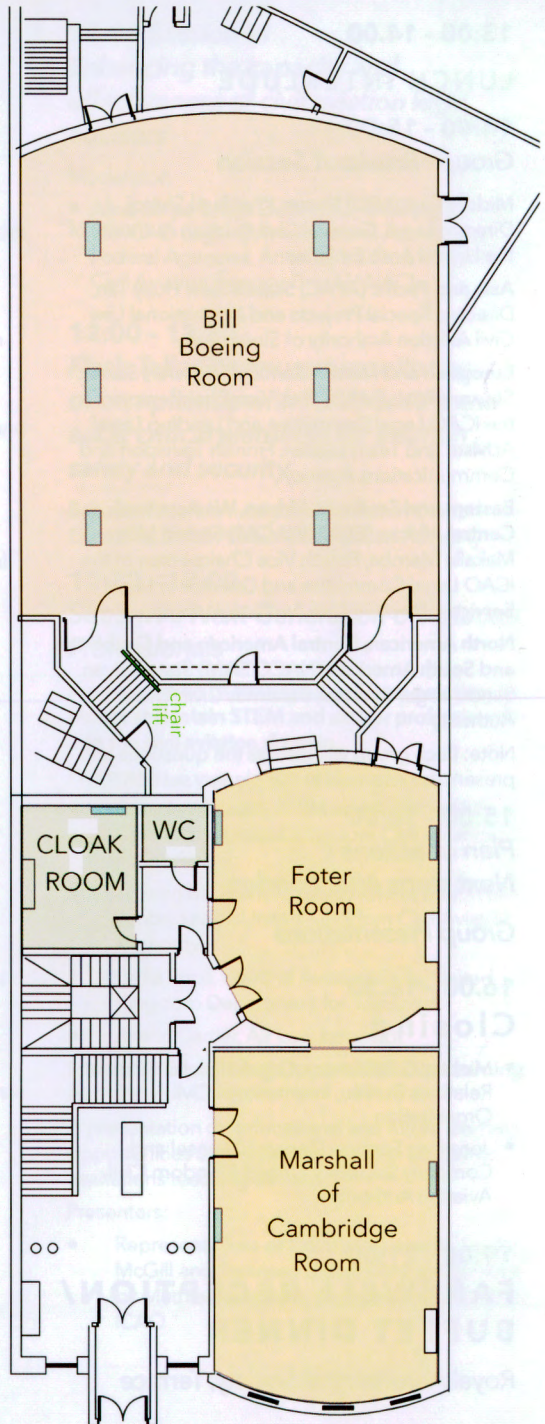
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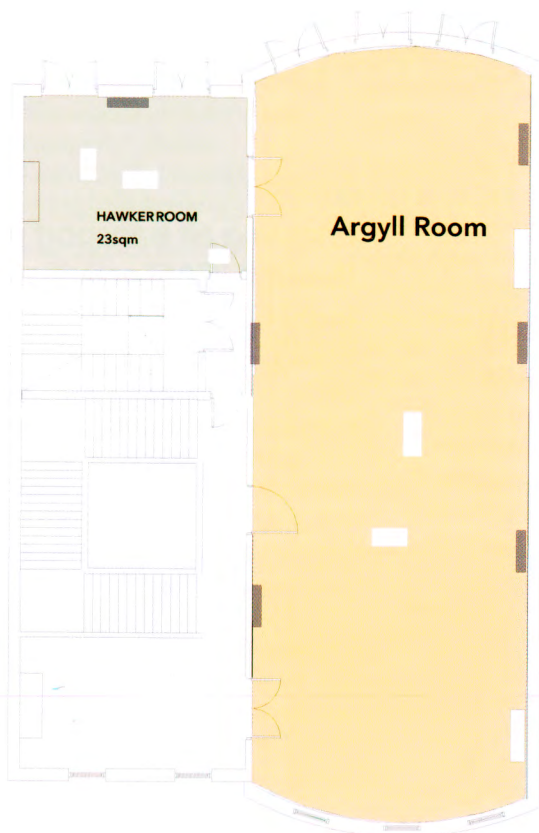
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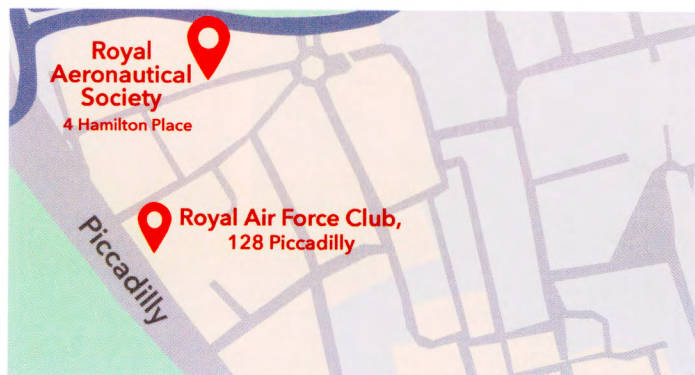


TERRACE



Refreshments
and Lunch will
be served in the
Argyll Room on
the First Floor

First floor



From the **Royal
Aeronautical
Society** to the
**Royal Air Force
Club** on Piccadilly

Session details

DAY 1

Commemorative Panel: Marking 80 years of legal milestones in civil aviation

In commemoration of 80 years since the adoption of the Chicago Convention in 1944, a panel of selected experts will ponder over its exceptional foundational principles and legacy as a cornerstone of international law, supporting the development of civil aviation over the last eight decades. Panelists will share their insights on how the Chicago Convention and related instruments have shaped the civil aviation industry's response and adaptability to new and emerging opportunities and challenges including increases in global air transport demand and capacity, changes in technology, safety and public health concerns, climate change, as well as new and emerging threats to aviation security. A forward-looking view on emerging legal issues and opportunities in the aviation sector will also be presented.

Session I

Enabling air transport priorities through ICAO activities in the legal field

Key outcomes of LC/39 included decisions on updated and modernised rules for the settlement of differences. First adopted in 1950, the revised rules are designed to be fit for a new era of adjudicating aviation disputes between States. The Committee also adopted a new work programme prioritising enforcement of air navigation regulations, legal aspects of unmanned aircraft operations and ratification of air law treaties. In the meantime, there is continued focus on highlighting the rule of law in civil aviation and legal support for innovation and sustainability initiatives to ensure the aviation safety and security as well as the resilient, regular and prosperous development of air transport. Presentations will highlight key priorities and issues of legal concern to the air transport industry and its regulators and necessary activities in the legal field leading to the 42nd ICAO Assembly in 2025.

**SAFE SKIES.
SUSTAINABLE FUTURE.**



DGs' Roundtable: "Not without my lawyer"

Participants will hear directly from Directors General of Civil Aviation from around the world some real life stories and their views on how the legal function supports regulatory work as well as their expectations for that role.

Session II Enabling Sustainability and Innovation in civil aviation

For 80 years since the adoption of the Chicago Convention, Member States and industry stakeholders working through ICAO have created and maintained a highly adaptable regulatory framework that has stood the test of time with an extraordinary impact on international public law. The transition to a green economy and to safer and more convenient travel are all enabled by new technologies, thereby establishing a clear link between aviation safety, sustainability and innovation. Is the Chicago Convention future proofed to support this transition? How can lawyers support their State in the realisation of environmental/ sustainability goals and enable the responsible deployment of innovative technologies for prosperous and resilient industry. Panels of experts from diverse professional disciplines will share perspectives on major trends in innovation and what sustainability means for civil aviation and what the future holds for air law and the legal advisers' role thereby enabling participants to reflect on their contributions.

Segment 1 Enforcing air navigation regulations: Experiences, Challenges and Solutions

Compliance by States with their Chicago Convention obligations to establish air navigation regulations and prosecute violations of those regulations has been a key subject on the agenda of various ICAO bodies following events involving foreign aircraft or occurring outside the State of registry. This session will highlight the challenges and experiences of States in enforcing violation of air regulations and possible mechanisms for enabling regulatory compliance, in the context of ongoing work by ICAO on this topic.

Segment 2 Cooperative mechanisms for aviation safety

This session will examine the use of international regulatory agreements and their importance in avoiding the duplications of regulations in various safety areas such as airworthiness and working through collaboration and confidence building between States and regulators to implement them. The opportunities offered by regional safety arrangements for the enhancement of aviation safety will also be explored. Understanding the role of regional organizations (RSOOs and RAIOS) and tapping their potential to complement national civil aviation administrations in delivering aviation safety and security will be highlighted.

Commentary: The use of safety information in judicial proceedings - a treasure trove or pandora's box.

Safety related information including accident investigations are critical for the prevention of accidents but can be sought for use in criminal prosecution, civil litigation and coronial proceedings. The emergence of social media has also created an insatiable demand for newsworthy details in real time following an aircraft event. Participants will receive first-hand information with practical illustrations on the key judicial principles applicable to the proper use and disclosure of safety information.

DAY 2

Session IV

States' obligations under the Cape Town Instruments of 2001 and their relationship with national civil aviation law and practice

The Cape Town Convention and its Aircraft Protocol of 2001 were adopted to promote asset-based financing and leasing in the aviation sector thereby contributing to reducing financing costs and increasing access to capital for airlines and aircraft operators worldwide. These benefits depend on effective implementation of the rules-based system designed to provide greater legal certainty in

such transactions in the Contracting States now numbering over 80 States. In addition to introducing aspects of aviation finance and the workings of the international registry which has recorded over 1.6 million transactions, this session will focus on the relationship between the treaty and its international law obligations and national law. Processes and examples of practical hurdles for de-registration and export of aircraft (cross border transfer of aircraft - XBT) in light of Chicago Convention provisions on aircraft nationality and registration (Articles 18 - 21) will be illustrated. Legal issues that may impact CAAs and State agencies involved in that process, including in the context of a default by or insolvency of an airline or air operator, will be highlighted. The session will also explore whether innovations such as unmanned aircraft present new or different challenges in the framework.

Session V

Enabling air transport through Facilitation

Facilitation straddles a broad spectrum of topics and terminologies, mechanisms and stakeholders that have the singular purpose to ensure that aircraft, crew, passengers and cargo reach their destinations with proper authorization thereby avoiding delays and disruptions. Rules and regulations for aircraft clearance, customs, immigration, sanitary and security procedures are at the centre of air transport facilitation. How do they work to promote carriage by air? How

are these rules different from consumer protection or passenger rights legislation? How do authorities deal with extraordinary events such as terrorism, aerial crime and the spread of disease while enabling facilitation? Panellists will offer perspectives on selected topics that fall within the realm of facilitation and how they see the opportunities and challenges for enhancing air transport facilitation in the future.

Sidebar: “Know thy enemy” - are private practitioners friends or foes?

Private practitioners will valiantly try to win over the hearts and minds of participants to the intriguing notion that they are on the same side as regulators when serving clients seeking regulatory approvals. Promoting a positive safety culture, regulatory flexibility and service delivery are some of the common objectives on which where there should be a meeting of minds. With “enemies” like these who needs friends?

framework and implementation of key actions from the past Fora. In a brainstorming session, participants in their regional groups will evaluate the achievement of key actions in Assembly Resolution A41-4 (Appendix G) such as having dedicated in-house counsel in the CAAs with sufficient qualifications and training in air law, support for participation in activities in the legal field, including training and participation on ICAO organs and regional civil aviation bodies. Among other subjects of interest, the groups will: (1) consider what more can be done to support the rule of law including through the universal adoption and implementation of key international air law treaties; (2) share experiences and lessons to promote the governance of civil aviation bodies; (3) examine options for the effective domestication of SARPs in light of USOAP Critical Elements 1 and 2 given the different legal systems; and (4) identify suitable topics for future CALAF events. Each region will be invited to share their findings and suggestions on future steps.

Session VI

Enhancing the capacity and effectiveness of civil aviation legal advisers

Building on deliberations at the last two CALAF editions in Singapore (2019) and Oman (2023), this session will highlight progress made by States in acknowledging and supporting the role civil aviation legal advisers and identify solutions to overcome any remaining barriers. Updates will be provided on the development of a competency

Upcoming events

The 80th anniversary of the signing of the Convention on International Civil Aviation in Chicago, United States will be commemorated on 7 December 2024. The past eight decades of continued improvements to the safety, sustainability, and inclusivity of air transport worldwide is thanks to this legal foundation.

To celebrate this, the International Civil Aviation Organization (ICAO) has organized a unique event to take place on 4 and 5 December 2024 at the Hilton Chicago Hotel, formerly The Stevens Hotel. This is where the Convention was adopted, and the Organization was created. ICAO has planned an Extraordinary Session of its governing body, the Council, to be convened at this venue on the morning of 5 December 2024, under the theme of "Safe Skies. Sustainable Future: Together for the next 80 years."

The Chicago Convention, as it is commonly known, evolved from the delegates' vision of preserving peace and advancing prosperity through safe and orderly air services. It is with this in mind that they designed ICAO, which enables States work together to elaborate and adopt uniform civil aviation standards and develop procedures, plans and other guidance materials, in consultation with industry experts and stakeholders.

ICAO's work has resulted in over 12,000 civil aviation standards now forming 19 Annexes to the Convention. These provisions govern the safety, security, and sustainability of civilian air travel while promoting the efficient, equitable, and sustainable development of the aviation industry.

Aviation today is a crucial and irreplaceable catalyst for development. As the sector faces unprecedented opportunities and challenges, the visionary treaty adopted in Chicago continues to provide the international community with a proven framework for harmonizing its response and ensuring its success.

This year's anniversary commemorations will therefore focus on the important achievements over the last 80 years and serve as an opportunity to reflect collectively, with all stakeholders, on how aviation development will continue to be supported by ICAO over the coming decades

The 80th Anniversary commemoration in Chicago (4-5 December 2024), and Security Week in Oman (9-12 December)

2-3 December	Joint ICAO/ACI/IATA Symposium on Accessibility in International Civil Aviation	ICAO HQ, Montréal, Canada
4-5 December	80th Anniversary of Chicago Convention	Chicago, Illinois
9-12 December	ICAO Security Week 2024	Muscat, Oman

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