



ICAO BANGKOK

UNITING AVIATION

国际民航组织简介

Introduction to ICAO

《ICAO 在中国》研讨会/ICAO Webinar for China

Beijing, 26-28 January 2021



拉斐尔 / 国际民航组织亚太地区分办事处主任

Mr. Raphael GUILLET/*Chief of the ICAO Asia Pacific Regional Sub Office*



内容 Content



国际民航组织的创立
Creation of ICAO



愿景与使命
Vision and Mission



组织架构
Organizational structure



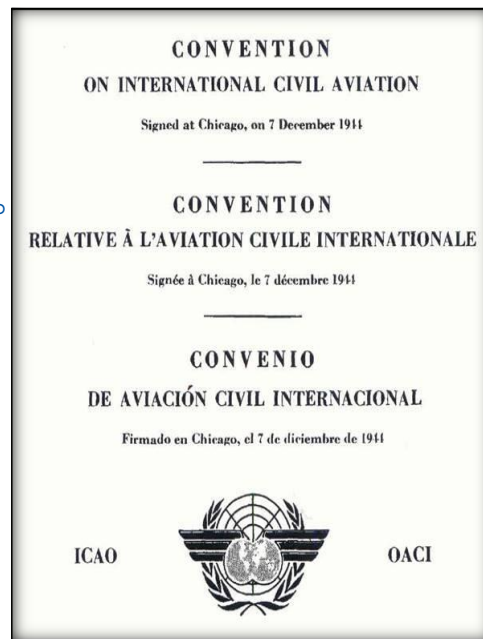
地区办公室
Regional offices



国际民航组织的成立

Creation of ICAO

- 1944年12月7日，52个国家签署国际民航公约（芝加哥公约）。
Convention on International Civil Aviation (Chicago Convention) signed on 7 December 1944 by 52 States.
- 1947年4月国际民航组织在加拿大蒙特利尔正式成立，初始成员国26个。
Permanent ICAO in April 1947 in Montréal, Canada after ratification of the Convention by 26 States.
- 现在增加到193个。
Now 193 States



芝加哥公约 – 主权

Chicago convention – Sovereignty

条款1 “Article 1”

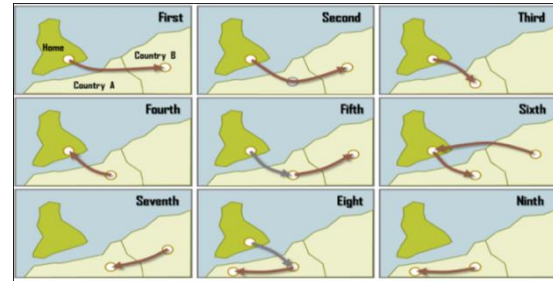
缔约国承认每个国家对其领土上空的领空享有完全和唯一的主权。

The contracting States recognize that every State has complete and exclusive sovereignty over the airspace above its territory.

自由航行权 Freedoms of the air



国家间航空服务协定
Air Service Agreement
between States





芝加哥公约 – 国际民航组织的建立

Chicago convention - Creation of ICAO

条款43 “Article 43”

根据本公约成立一个名为“国际民用航空组织”的组织。该组织由大会、理事会和其他必要的各国机构组成。

An organization to be named the International Civil Aviation Organization is formed by the Convention. It is made of an Assembly, a Council, and such other bodies as may be necessary.





芝加哥公约 – 标准和建议措施 Chicago convention - SARPs

条款38 “Article 38”

任何国家如认为对任何上述国际标准和程序，不能在一方面遵行，或在任何国际标准和程序修改后，不能使其本国的规章和措施完全符合此项国际标准和程序，或该国认为有必要采用在某方面不同于国际标准所规定的规章和措施时，应立即将其本国的措施和国际标准所规定的措施之间的差别，通知国际民用航空组织

Any State which finds it impracticable to comply in all respects with any such international standard or procedure, or to bring its own regulations or practices into full accord with any international standard or procedure after amendment of the latter, or which deems it necessary to adopt regulations or practices differing in any particular respect from those established by an international standard, shall give immediate notification to the International Civil Aviation Organization of the differences between its own practice and that established by the international standard. ...



芝加哥公约 – 标准和建议措施 Chicago convention - SARPs

标准应写入国家法规，如与 ICAO 标准不同应在 AIP 中公布

标准是强制的

Standards

Their application is mandatory



Standard shall be implemented in the national laws of the contracting State

Or

differences shall be notified to ICAO and published in AIP



建议只是建议

Recommended practices

Their application is recommended



对于建议没有强制要求

No obligation of implementation

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PEOPLE'S REPUBLIC OF CHINA
CIVIL AVIATION ADMINISTRATION OF CHINA
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AIP CHINA
AIC
No. 11/19
NOV. 1, 2019



愿景和使命 Vision and Mission

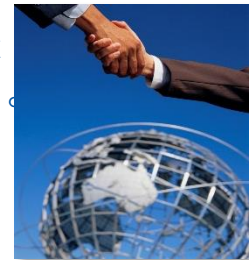
愿景 Vision

- 实现全球民航系统的可持续增长
Achieve the sustainable growth of the global civil aviation system



使命 Mission

- 作为国际民用航空的全球合作场所
To serve as the global forum of States for international civil aviation.
- 国际民航组织通过制定政策和标准，进行合规性审计，进行研究和分析，提供援助和建立航空能力以及许多其他活动为其成员国和利益相关方开展合作。
*ICAO develops (1) **policies and Standards**, (2) undertakes compliance **audits**, (3) performs studies and analyses, (4) provides **assistance** and builds aviation **capacity** through many other activities and the cooperation of its Member States and stakeholders.*



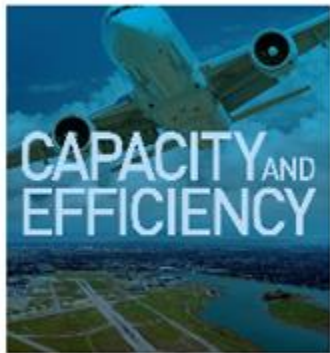


战略目标

Strategic objectives



安全



能力和效率



安保和简化
手续

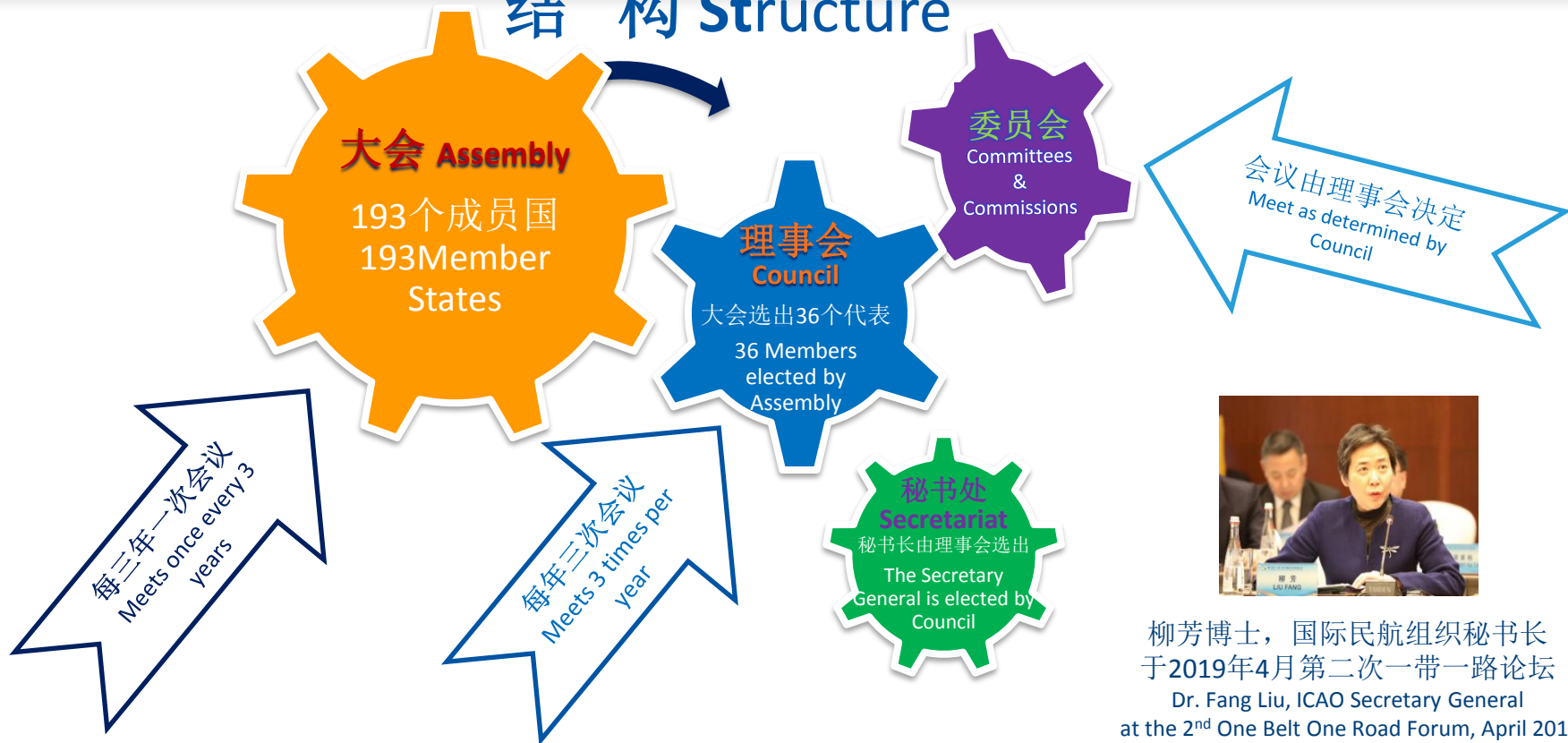


经济发展



环境保护

结构 Structure



柳芳博士，国际民航组织秘书长
于2019年4月第二次一带一路论坛
Dr. Fang Liu, ICAO Secretary General
at the 2nd One Belt One Road Forum, April 2019

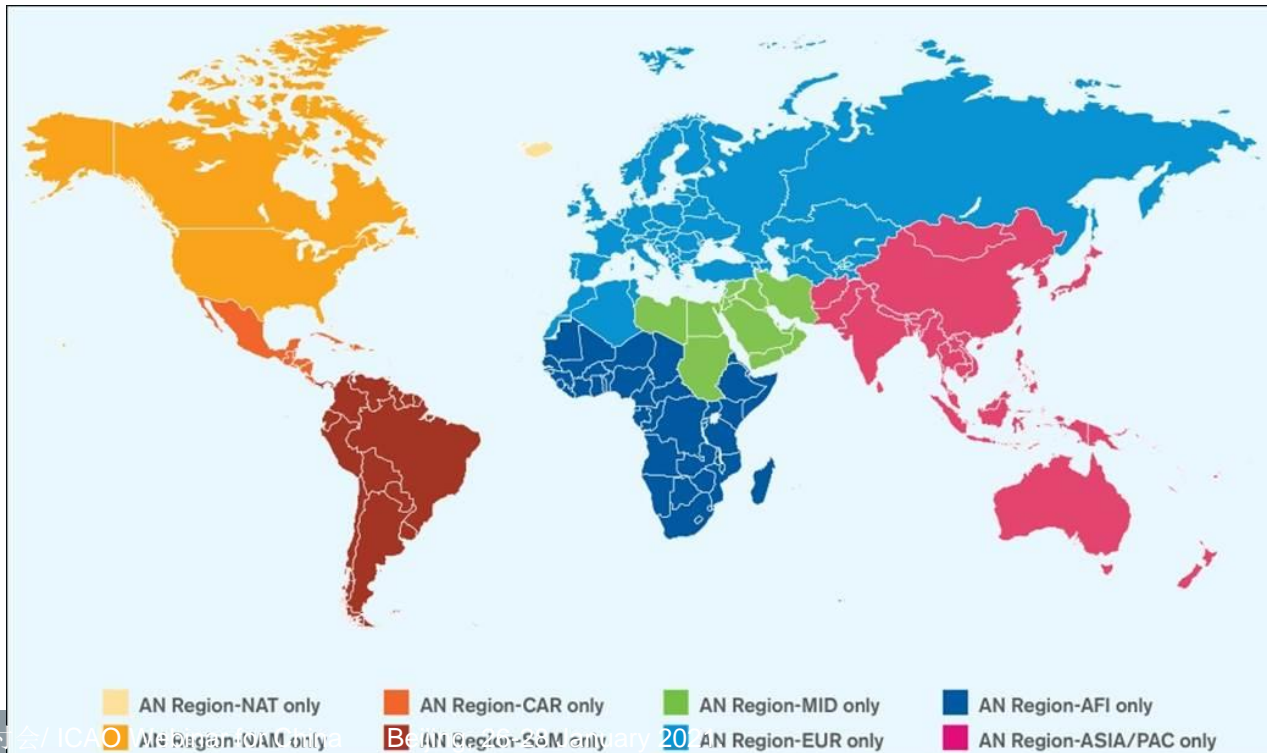


国际民航组织总部和地区办公室 ICAO HQ and Regional Offices





国际民航组织总部和地区办公室 ICAO HQ and Regional Offices



亚太地区
39个认证国家

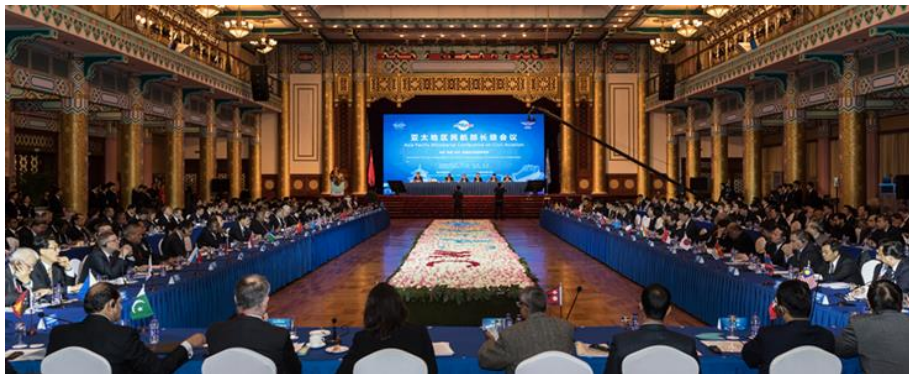
39 accredited
States in APAC



亚太地区区域构架 APAC Regional Bodies

2018年1月31日至2月1日在北京举行的民航部长级会议通过《北京宣言》。

Adoption of the Beijing Declaration at the **Ministerial Conference on Civil Aviation**, held in Beijing from 31 January to 1 February 2018





亚太地区区域构架 APAC Regional Bodies

亚太区各国民航局局长会议（每年一次）

DGCA Conference (meet once a year)

亚太空中导航计划与实施区域组

APANPIRG

Asia Pacific **Air Navigation** Planning and Implementation Regional Group



区域航空安全
亚太组

RASG-APAC

Regional Aviation **Safety** Group - Asia Pacific



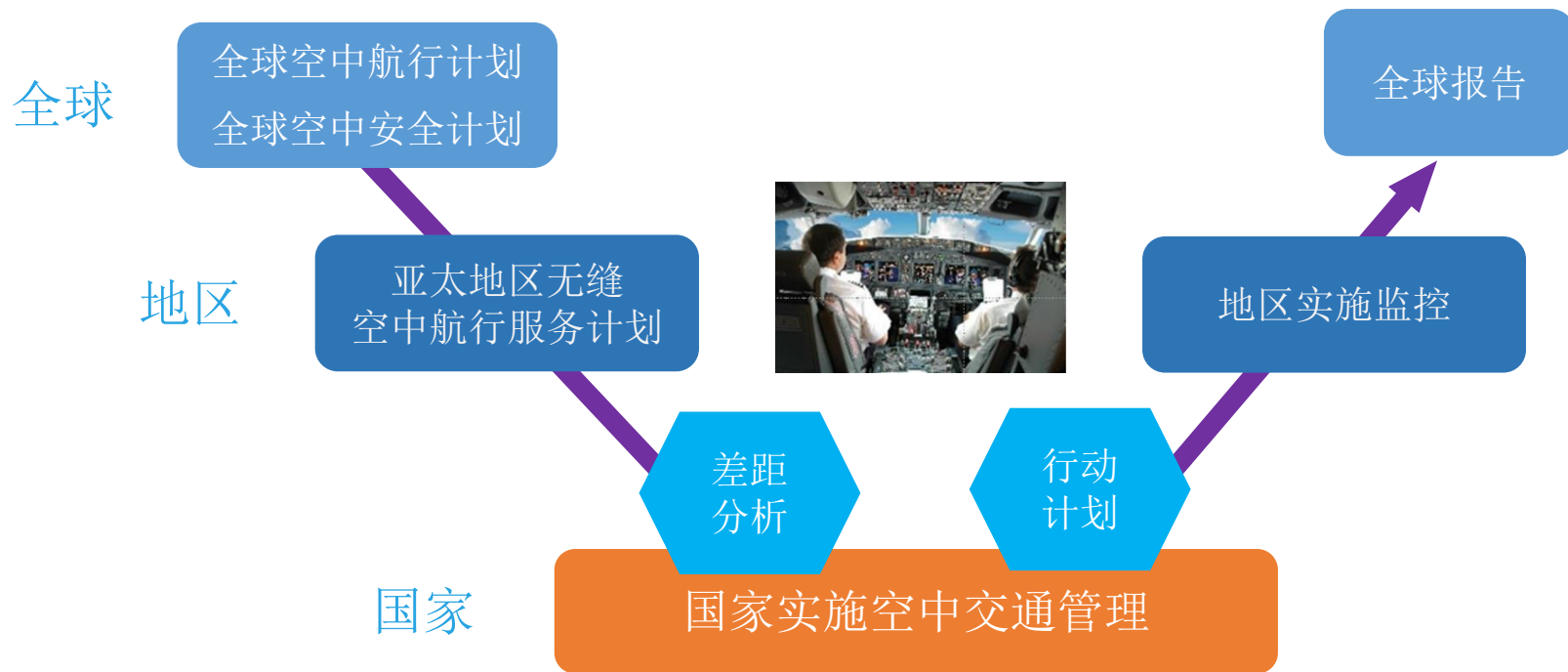
区域航空安保
协调论坛

RASCF

Regional Aviation **Security** Coordination Forum

亚太地区无缝空中航行服务计划

Asia Pacific Seamless ANS Plan





亚太地区办公室概要 / Overview of Regional Office

✈ 历史 History

- ✈ 1955年，办公室搬到泰国曼谷，1980年重新命名为亚太办公室。

The Office was relocated to Bangkok in 1955 and renamed as Asia and Pacific Office (APAC) in 1980.

✈ 目标 Goal

- ✈ 根据ICAO的规定积极推进成员国对下列项目的计划与实施：

To foster the planning and implementation by the States of the ICAO provisions:

- ✈ 国际标准和建议措施 *International Standards and Recommended Practices (SARPs)*
- ✈ 空中航行服务程序 *Procedures for Air Navigation Services (PANS) and*
- ✈ 地区空中航行计划 *Regional Air Navigation Planning (RANP)*

- ✈ 为跨区域空中交通运输工作的安全、安保和高效创造友好的环境

To achieve an environmental friendly air transportation for the safety, security and efficiency across the region.





亚太地区办公室概要 / Overview of Regional Office

✈ 方式 Means

- ✈ 组织亚太空中航行计划和实施区域工作组，由众多工作组组成（CNS, ATM, AOP...）
Organizing APANPIRG/ RASG, supported by numerous working groups.
- ✈ 组织召开亚太区各国民航局局长会议（每年一次）
Organizing DGCA (Once a year)
- ✈ 监管技术合作项目的工作开展（FPP, COSCAP, CASP-AP, CAPSCA）
Oversight Technical Cooperation programmes (FPP, COSCAP, CASP-AP, CAPSCA)

✈ 结构 Structure

- ✈ ICAO 员工和借调人员（由成员国支付工资）
ICAO STAFF and secondees (from States/Intl Organizations)





亚太地区分办公室概要 / Overview of Regional Sub Office

✈ 历史 History

- ✈ 2011年11月14日 国际民航组织理事会同意建立亚太区分办事处。
ICAO Council agreed to establish a Regional Sub-Office (RSO) in APAC region in Nov 2011.
- ✈ 2013年6月27日 亚太区分办事处在中国北京正式成立。
RSO was inaugurated in Beijing, China, on 27 June 2013.





亚太地区分办公室概要 / Overview of Regional Sub Office

目标 Goal

协助成员国完成下列项目 *To assist all APAC States for the implementation of :*

Airspace Management (ASM)

空域管理

Performance Based Navigation (PBN)

基于性能的导航



Air Traffic Flow Management - Collaborative Decision Making (ATFM/CDM, including Airport CDM)

空中交通流量管理/ 协同决策制定

Civil – Military ATM Coordination (CMAC)

军民航融合与灵活空域使用



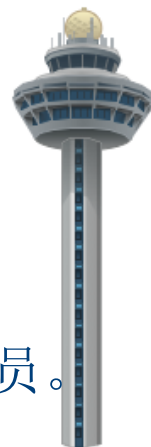
亚太地区分办公室概要 / Overview of Regional Sub Office

✈ 方式 Means

- ✈ 以区域秘书组或具体工作组的方式来促进区域成员国之间的沟通协作。
Acting as secretariat of regional/specific working group to ease coordination between States in the region;
- ✈ 通常在曼谷或北京会针对不同国家成立具体工作组。
Organizing dedicated workshop for several States, most often at RO in Bangkok or at RSO in Beijing.
- ✈ 解答成员国提出的具体问题。
Answering specific assistance request from States

✈ 组织结构 Structure

- ✈ 向国际民航组织亚太区汇报工作情况。
Reporting to ICAO APAC Regional Office.
- ✈ **2个ICAO** 成员职位，其他职位均为中国、韩国、马来西亚借调人员。
Two ICAO positions and secondees from China, India, Malaysia and ROK





联系国际民航组织亚太地区
To contact ICAO APAC :

Apac@icao.int
Apac-rso@icao.int



<https://www.icao.int/APAC>



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



芝加哥公约总结

Summarizing the Chicago Convention

一个“持有执照”的人（附件1）

遵循“空中规则”（附件2）

利用“气象服务”（附件3）

和“航图”以及（附件4）

恰当的“计量单位”（附件5）

根据附件6“运行”

“登记的”并且（附件7）

“适航的”航空器进行跨境（附件8）

并履行“简化手续”（附件9）

A **'LICENSED'** PERSON (Annex 1)

FOLLOWING **'THE RULES OF THE AIR'** (Annex 2)

UTILIZING **'THE METEOROLOGICAL SERVICES'** (Annex 3)

AND **'AERONAUTICAL CHARTS'** (Annex 4) AND

THE PROPER **'UNITS OF MEASUREMENT'** (Annex 5)

'OPERATING' ACCORDING TO ANNEX 6 WITH

A **'REGISTERED'** (Annex 7) AND

'AIRWORTHY' (Annex 8) AIRCRAFT; CROSSING BORDERS

AND AVAILING HIMSELF OF THE **'FACILITATION'** OF ANNEX 9



他使用“航空电信”（附件10）

联系“空中交通服务”（附件11）

旨在保持与其他航空器的间隔，并且

无需“搜寻与救援”（附件12）。

他将从“航空器失事调查”（附件13）小组
的工作中汲取经验。

在从某个“机场”（附件14）起飞前

他将会使用“航行情报服务”（附件15）

HE USES THE
'AERONAUTICAL TELECOMMUNICATIONS' (Annex 10)
TO CONTACT THE **'AIR TRAFFIC SERVICES'** (Annex 11)
FOR SEPARATION OF HIS AIRCRAFT FROM ANOTHER AND
WILL HOPEFULLY NOT NEED **'SEARCH AND RESCUE'** (Annex 12).
HE WILL DRAW WISDOM FROM THE WORK
OF THE **'ACCIDENT AND INCIDENT INVESTIGATION'**
(Annex 13) TEAM.
BEFORE TAKE-OFF FROM AN **'AERODROME'** (Annex 14)
HE WILL HAVE USED THE
'AERONAUTICAL INFORMATION SERVICES' (Annex 15)



他将驾驶一架“环境方面”（附件16）可接受、并且经过“安全保卫”（附件17）检查的航空器，且所载“危险货物”（附件18）均经过正确登记。最终，通过践行“安全管理”（附件19）降低安全风险，国际航空系统得以维持其令人羡慕的安全记录。

HE WILL DEPART IN AN
'ENVIRONMENTALLY' (Annex 16) ACCEPTABLE AIRCRAFT
BEEN **'SECURITY'** CHECKED **(Annex 17)** AND
ANY **'DANGEROUS GOODS' (Annex 18)** HAVE BEEN PROPERLY
DOCUMENTED.
AND FINALLY, WILL MITIGATE THE SAFETY RISK THROUGH PRACTICING
'SAFETY MANAGEMENT' (Annex 19)
ALLOWING THE INTERNATIONAL AVIATION SYSTEM
TO SUSTAIN ITS ENVIABLE SAFETY RECORD.



芝加哥公约 – 附件

- 附件 01 颁发人员执照
- 附件 02 空中规则
- 附件 03 国际空中航行的气象服务
- 附件 04 航图
- 附件 05 空中和地面运行中所使用的计量单位
- 附件 06 航空器的运行
- 附件 07 航空器国籍与登记标志
- 附件 08 航空器的适航性
- 附件 09 简化手续
- 附件 10 航空电信
- 附件 11 空中交通服务
- 附件 12 搜寻与援救
- 附件 13 航空器失事调查
- 附件 14 机场
- 附件 15 航行情报服务
- 附件 16 环境保护
- 附件 17 安全保卫
- 附件 18 危险货物的安全空运
- 附件 19 安全管理





Chicago Convention-Annexes

- ANNEX 01 Personnel Licensing
- ANNEX 02 Rules of the Air
- ANNEX 03 Meteorological Service for International Air Navigation
- ANNEX 04 Aeronautical Charts
- ANNEX 05 Units of Measurement to be used in Air and Ground Operations
- ANNEX 06 Operations Of Aircraft
- ANNEX 07 Aircraft Nationality and Registration Marks
- ANNEX 08 Airworthiness Of Aircraft
- ANNEX 09 Facilitation
- ANNEX 10 Aeronautical Telecommunications
- ANNEX 11 Air Traffic Services
- ANNEX 12 Search and Rescue
- ANNEX 13 Aircraft Accident Investigation
- ANNEX 14 Aerodromes
- ANNEX 15 Aeronautical Information Services
- ANNEX 16 Environment Protection
- ANNEX 17 Aviation Security
- ANNEX 18 The Safe Transport of Dangerous Goods by Air
- ANNEX 19 Safety Management

