

INTERNATIONAL CIVIL AVIATION ORGANIZATION



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A/Chief, Asia/Pacific
Technical Co-operation Bureau**

THE CHICAGO CONVENTION

- November 1944: At the invitation of the United States of America, 52 States met in Chicago to consider the problems in international civil aviation exacerbated by the Second World War. The outcome was the **Convention on International Civil Aviation**.
- The Chicago Convention is the origin of the **International Civil Aviation Organization (ICAO)**.
- The 96 articles of the Chicago Convention established the privileges and restrictions of all Contracting States and provided for the adoption of the international **Standards and Recommended Practices (SARPs)** as contained in the **18 Annexes** of the Convention.

ICAO'S ANNEXES TO THE CHICAGO CONVENTION

Annex 1: Personnel Licensing

Annex 2: Rules of the Air

***Annex 3: Meteorological Service
for International Air
Navigation***

Annex 4: Aeronautical Charts

***Annex 5: Units of Measurement
to be used in Air and
Ground Operations***

Annex 6: Operation of Aircraft

***Annex 7: Aircraft Nationality and
Registration Marks***

***Annex 8: Airworthiness of
Aircraft***

Annex 9: Facilitation

***Annex 10: Aeronautical
Communications***

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: Environmental
Protection***

Annex 17: Security

***Annex 18: The Safe Transport of
Dangerous Goods by
Air***

ORGANIZATIONAL STRUCTURE

THE ICAO ASSEMBLY

- ➡ Sovereign body of the Organization meets at least every 3 years
- ➡ 2003 had **188 Contracting States**, subject to voting rights
- ➡ Main **functions**:
 - ⇒ Approve ICAO's **triennial programme budget**, including the Technical Co-operation Programme.
 - ⇒ Establish guidelines for future work of the Organization.
 - ⇒ Elect the members to the **Council**
 - *Most important States in air transportation*
 - *States which contribute the most in the provision of premises and services for civil air navigation*
 - *Designated States, so as to ensure that the main geographical regions in the world are represented at the Council*

Organizational Structure (2)

THE COUNCIL

- ➡ **ICAO's executive body**
- ➡ **Elected by the Assembly to a 3-year term and in turn responsible to the Assembly**
- ➡ **Comprised of 36 Contracting States**
- ➡ **Provision of directives to the Secretariat**

Organizational Structure (3)

PRESIDENT OF THE COUNCIL

- ➡ Elected by the Council to a term of three years and eligible for re-election.
- ➡ Article 51 of the Chicago Convention set forth the functions of the President, including:
 - ❖ To preside over the work of the Organization on behalf of the Council;
 - ❖ To exercise its good offices in negotiating difficult issues regarding international civil aviation.

Organizational Structure (4)

PERMANENT COUNCIL COMMITTEES

In performing its work, the Council is assisted by:

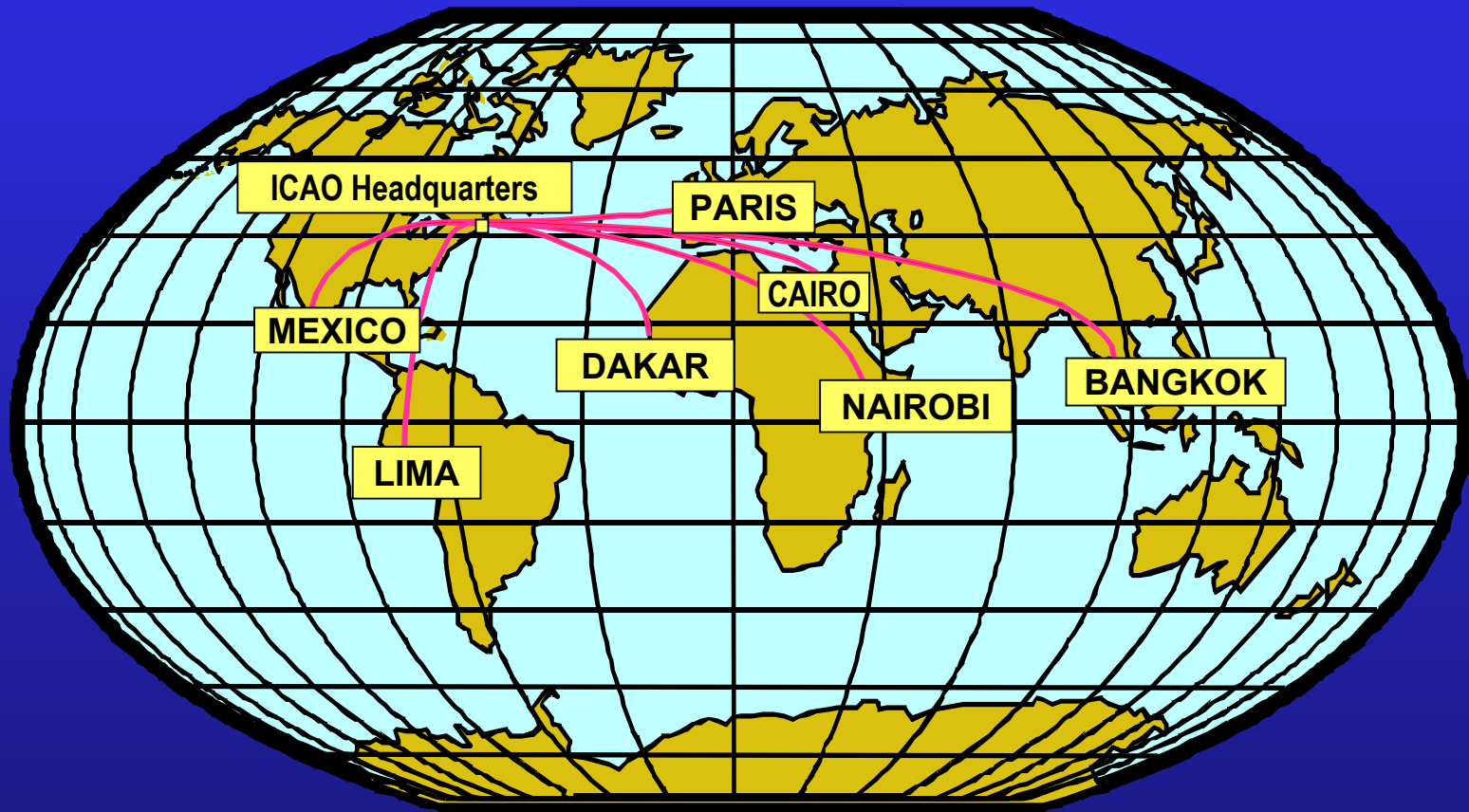
- ⇒ *Air Navigation Commission (ANC)*
- ⇒ *Air Transport Committee (ATC)*
- ⇒ *Finance Committee (FIC)*
- ⇒ *Committee on Joint Support of Air Navigation Services (JSC)*
- ⇒ *Committee on Unlawful Interference (UIC)*
- ⇒ *Technical Cooperation Committee (TCC)*

Organizational Structure (5)

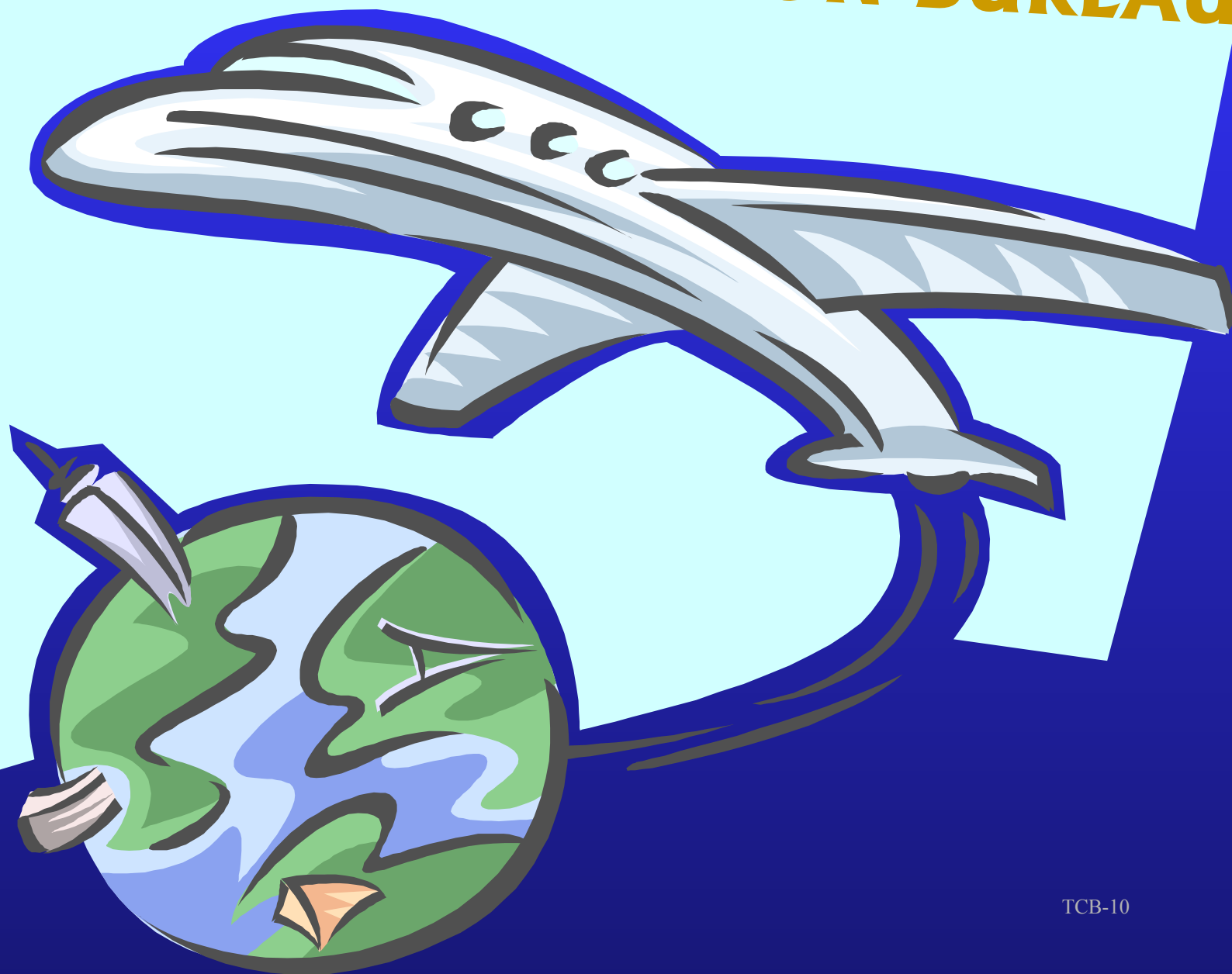
ICAO SECRETARIAT

- Headed by the Secretary General (SG)
 - appointed by the Council
 - Chief Executive Officer of the Organization
 - serves as Secretary of the Council
- Office of SG is directly responsible for finances, external relations & public information, evaluation & audit, regional affairs
- Five Bureaux, each headed by a Director:
 - *Air Navigation Bureau (ANB)*
 - *Air Transport Bureau (ATB)*
 - *Technical Co-operation Bureau (TCB)*
 - *Legal Bureau (LEB)*
 - *Bureau of Administration and Services (ADB)*

ICAO OFFICES



TECHNICAL CO-OPERATION BUREAU



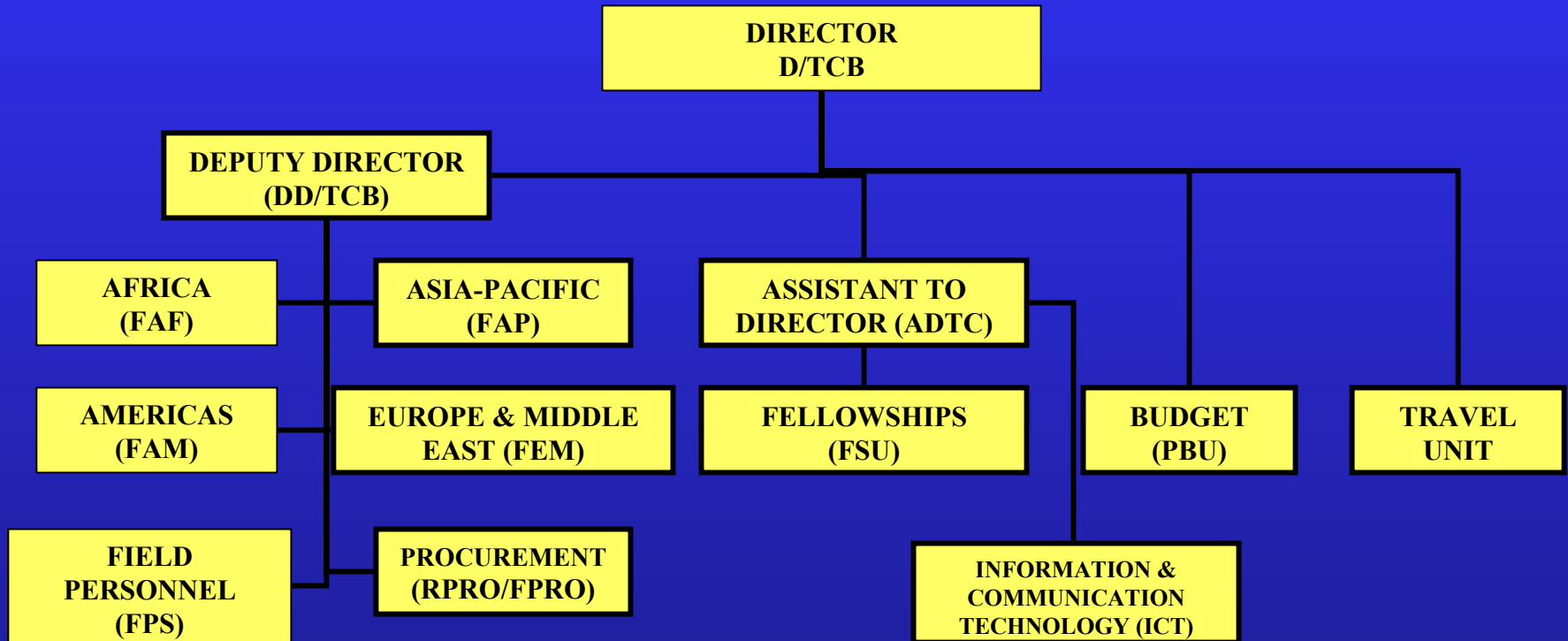
TECHNICAL CO-OPERATION BUREAU HISTORY

- **3 August 1949:** The United Nations Economic and Social Council initiates technical cooperation activities through the “Expanded Programme of Technical Assistance for Economic Development” (EPTA).
- **1949:** ICAO Council approves ICAO's participation in EPTA.
- **1950:** ICAO's Fourth Assembly endorses the Council's decision to cooperate with EPTA.
- **1950:** ICAO's Council delegates to the President of the Council the authority to determine the technical cooperation to be provided by the Organization.

HISTORY OF TCB (2)

- **1958:** The UN General Assembly establishes a Special Fund for complex technical cooperation projects.
- **1960:** ICAO signs an agreement with the Special Fund.
- **1965:** The UN General Assembly establishes the United Nations Development Programme (UNDP), which incorporates both EPTA and the Special Fund.
- **1975:** ICAO signed with UNDP the agreement that designate the UN Specialized Agencies to act as UNDP executing agencies.
- **1990-1995:** UNDP's funding for civil aviation diminishes.
- **1995-2002:** Recipient States, multi-/bilateral funding make up for the shortfall in ICAO's TC Programme
- **2003-:** TCB's Programme further expands through MSAs and CAPS

STRUCTURE OF TCB



Secretariat Staff:

**Technical Experts:
& Consultants**

60 in TCB

15 in ICAO Secretariat

**374 on projects and at HQ
(2003, est'd)**

STRUCTURE OF TCB (2)

FIELD OPERATIONS SECTIONS

AFRICA (FAF)

ASIA-PACIFIC (FAP)

AMERICAS (FAM)

EUROPE & MIDDLE
EAST (FEM)

- ➡ Identify, initiate and programme civil aviation projects within respective regions.
- ➡ Prepare and revise project outlines, proposals and documents, assessing their compatibility with technical standards.
- ➡ Obtain project approvals and financing.
- ➡ Assess suitability of experts, training courses & equipment.
- ➡ Provide managerial and technical support to projects.
- ➡ Monitor, evaluate and report on execution of projects through:
 - *Frequent communication with civil aviation administrations,, funding institutions and partners, Project Coordinators & ICAO Regional Offices, UNDP HQ & field offices;*
 - *Missions to participating States; and*
 - *Reports on project achievements & challenges as received from the projects.*

STRUCTURE OF TCB (3)

OTHER SECTIONS & UNITS

➡ **Field Procurement Section**

➡ **Field Personnel Section**

➡ **Fellowship Unit**

➡ **Programme Budget Unit**

➡ **Travel Unit**



SUPPORT WITHIN ICAO

Air Navigation Bureau (ANB) & Air Transport Bureau (ATB)

- ➡ *Provide technical inputs during project formulation and implementation*
- ➡ *Take part in TCB planning missions, seminars or short consultancies*
- ➡ *Coordination with ANB on USOAP & TRAINAIR activities and with ATB on USAP (Aviation Security) matters.*

Legal Bureau (LEB)

- ➡ *Provides legal advice and inputs on TCB contracts, agreements and memoranda of understanding.*

Finance Branch (FIN)

- ➡ *Provides functional direction to PBU in carrying out day-to-day financial control of all TCB activities.*
- ➡ *Works closely with FSU in Fellowship payment procedure.*

Personnel Branch (PER)

- ➡ *Provides personnel staffing at Headquarters and Regional Offices.*
- ➡ *Assists FPS in matters of common interest.*

SUPPORT WITHIN ICAO (2)

Regional Offices

- ➡ *Assist with project identification, design & formulation;*
- ➡ *Assist with monitoring of project implementation;*
- ➡ *Briefing and debriefing of TC project staff;*
- ➡ *Award of fellowships for training at Centres located in the respective regions;*
- ➡ *Coordination in certain cases of field experts assigned to inter-country projects;*
- ➡ *Participate in TC missions;*
- ➡ *Review of draft project documents, Project Progress Reports, Project Terminal Reports & Tripartite/Bipartite Review Reports;*
- ➡ *Occasional representation of TCB at regional meetings involving TC activities.*

TECHNICAL COOPERATION PROGRAMME MODALITIES

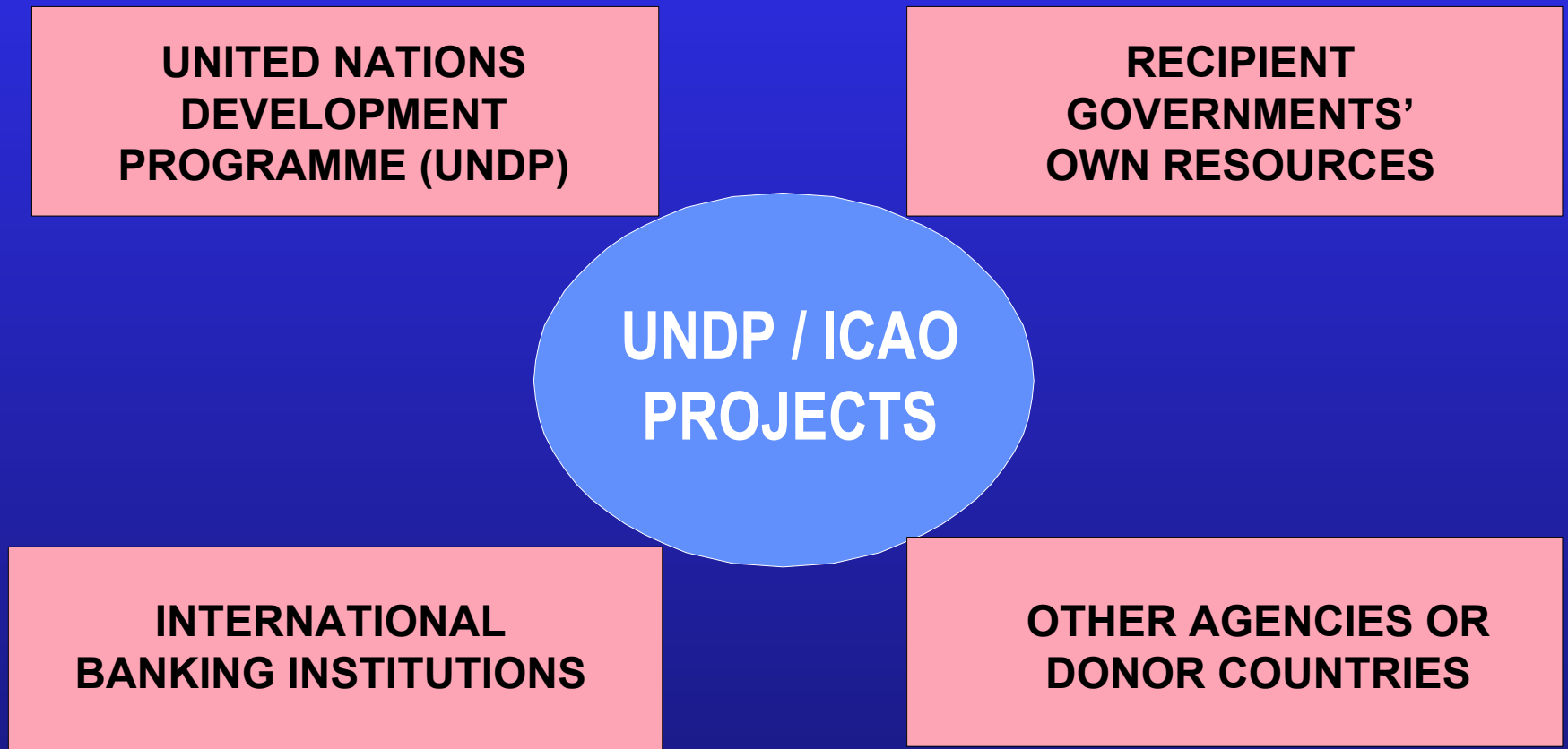
 **UNDP / ICAO PROJECTS**

 **MANAGEMENT SERVICES AGREEMENTS (MSA)**

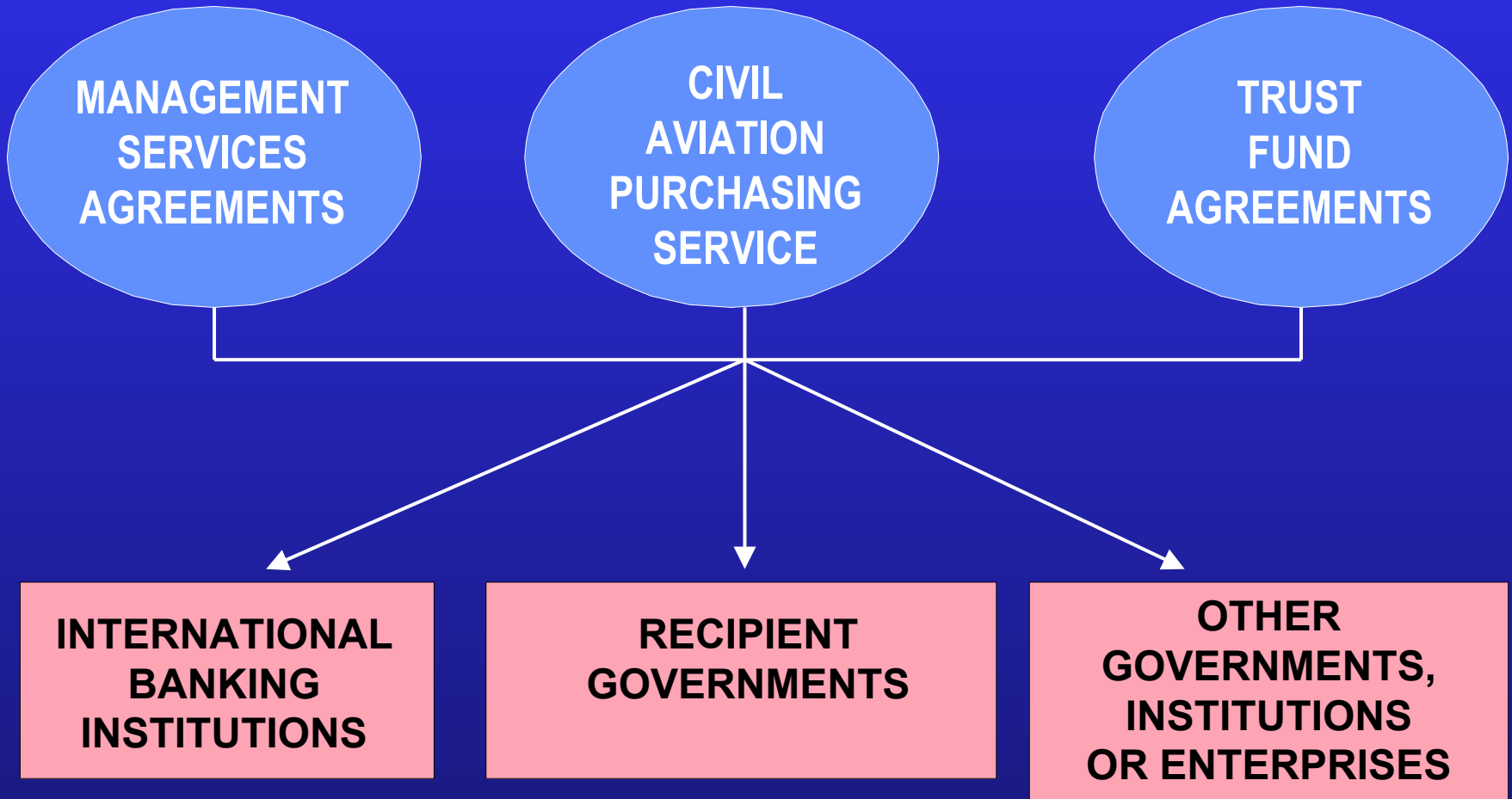
 **TRUST FUND AGREEMENTS (TF)**

 **CIVIL AVIATION PURCHASING SERVICE
AGREEMENTS (CAPS)**

TECHNICAL COOPERATION AND FINANCIAL RESOURCES



TECHNICAL COOPERATION AND FINANCIAL RESOURCES (2)



ICAO's TECHNICAL COOPERATION PROGRAMME

SCOPE

WORLDWIDE



REGIONAL
PROJECT



NATIONAL
PROJECT



TYPICAL PROJECTS

TRAINAIR PROGRAMME

RER/01/901
(CIS)

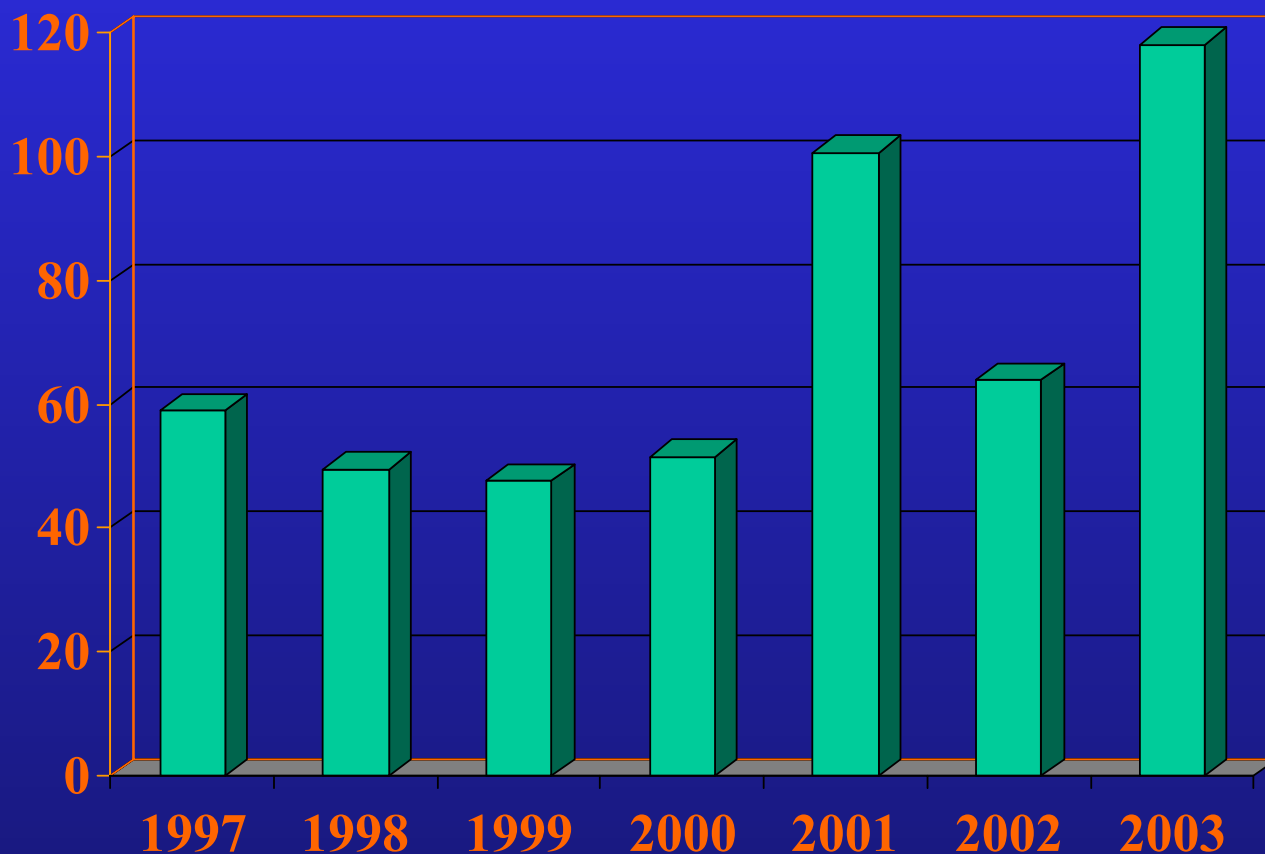
GREECE

ICAO's Technical Cooperation Programme

Facts and Figures

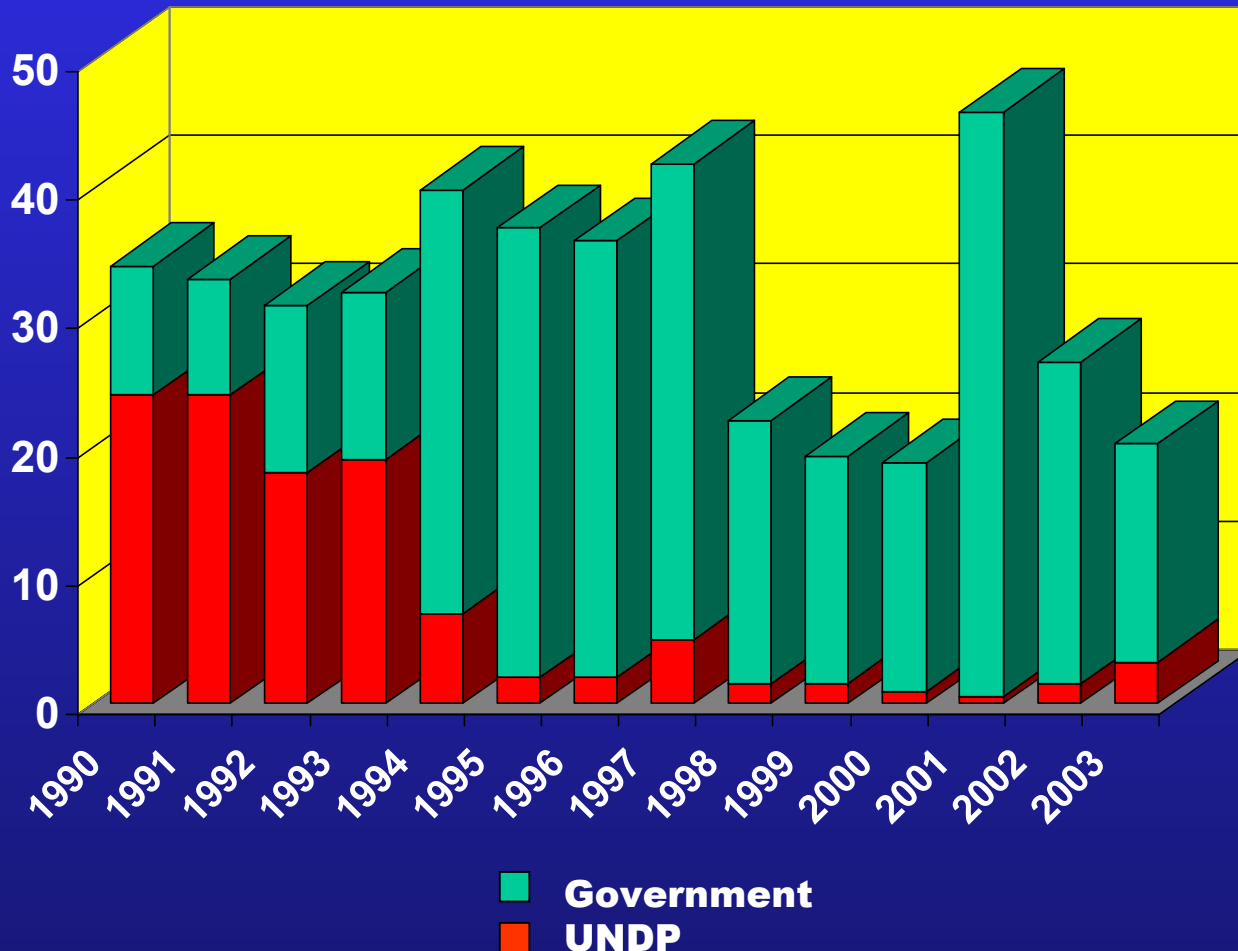
ICAO's GLOBAL TECHNICAL COOPERATION PROGRAMME

(Millions of US Dollars)



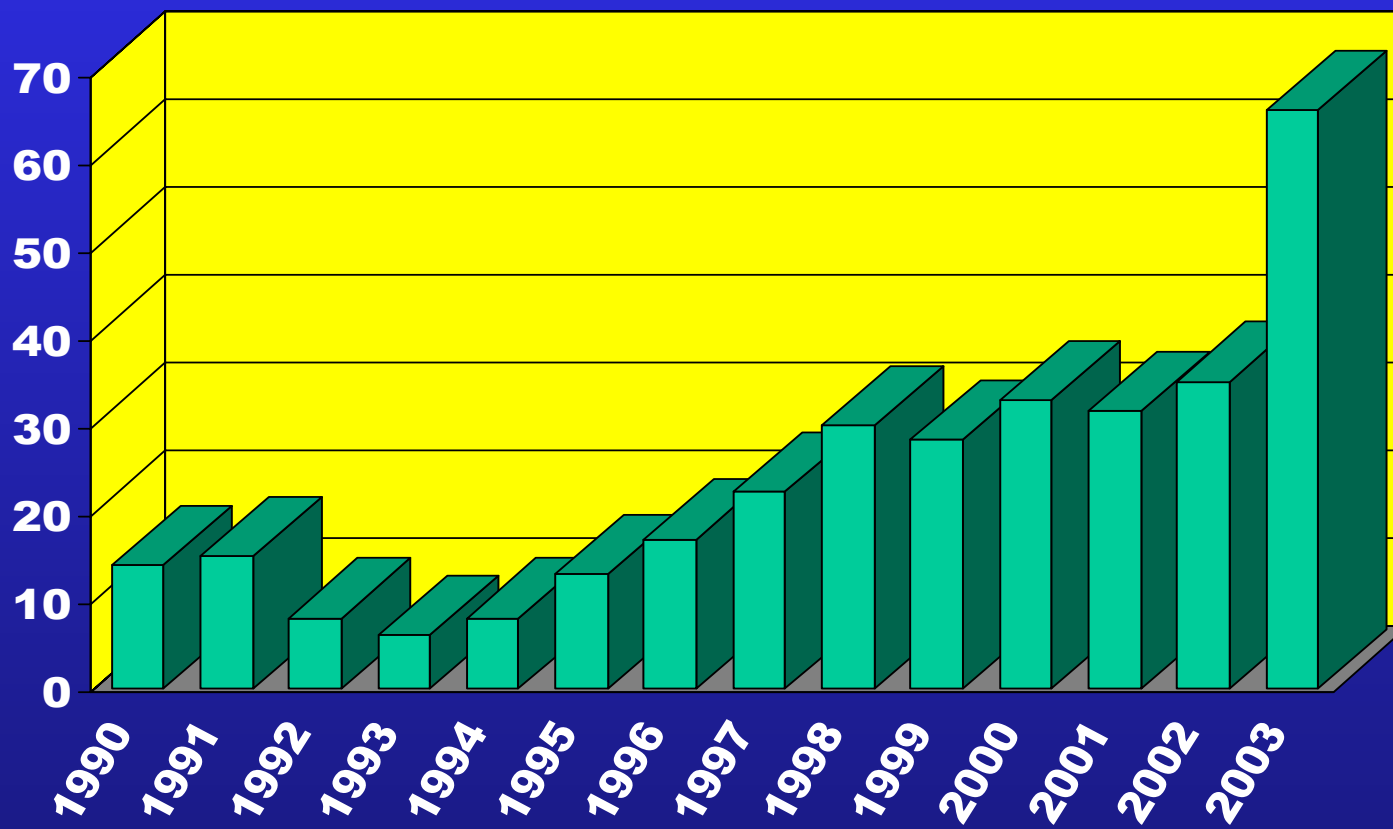
UNDP SYSTEM PROJECTS

(Millions of US Dollars)

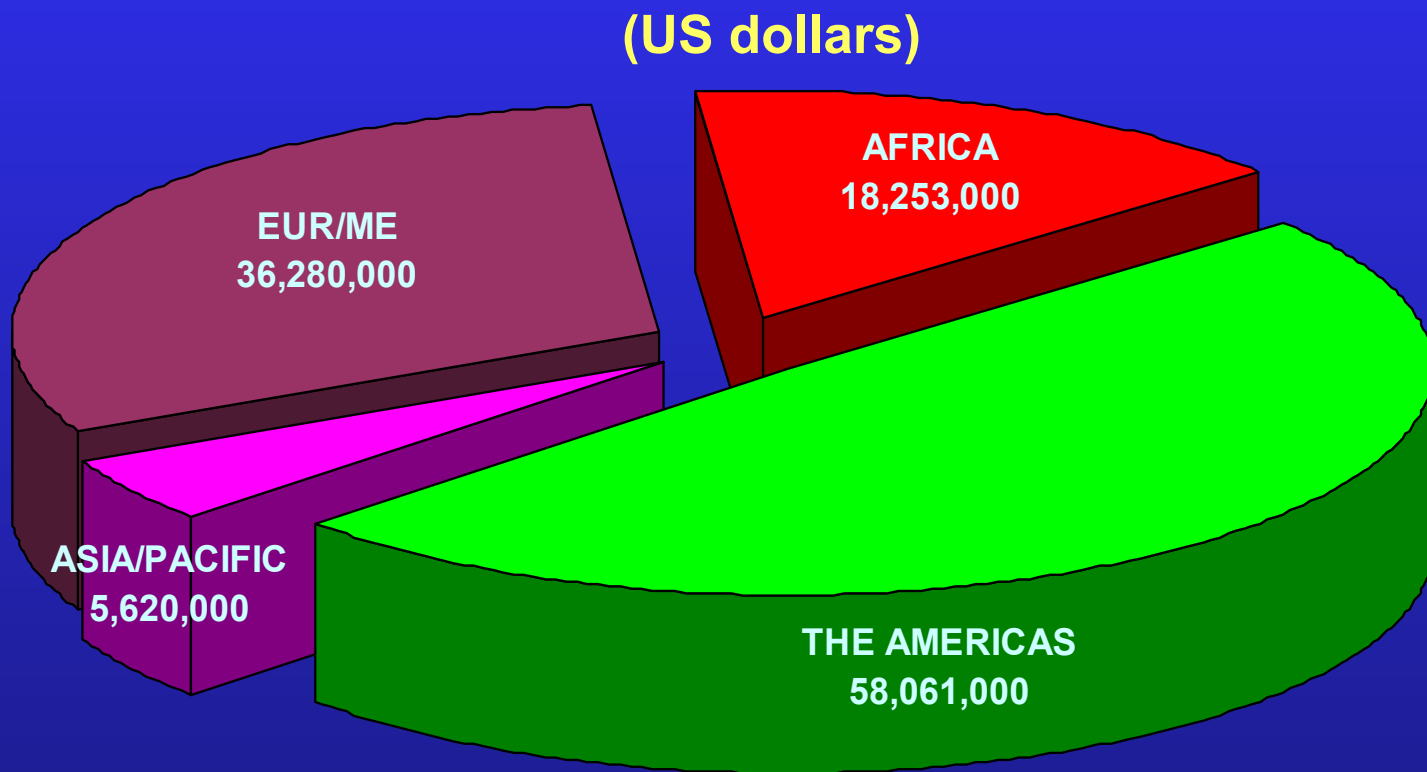


TRUST FUND AND MANAGEMENT SERVICES AGREEMENT PROJECTS GLOBAL PROGRAMME

(Including Management Costs – Millions of US Dollars)



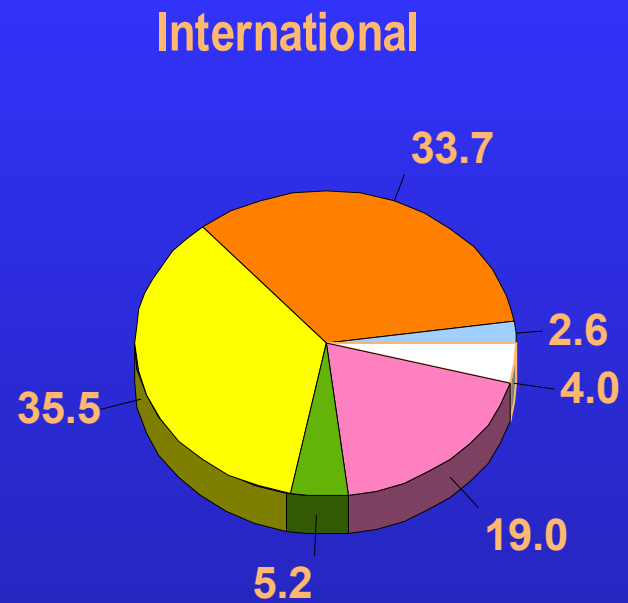
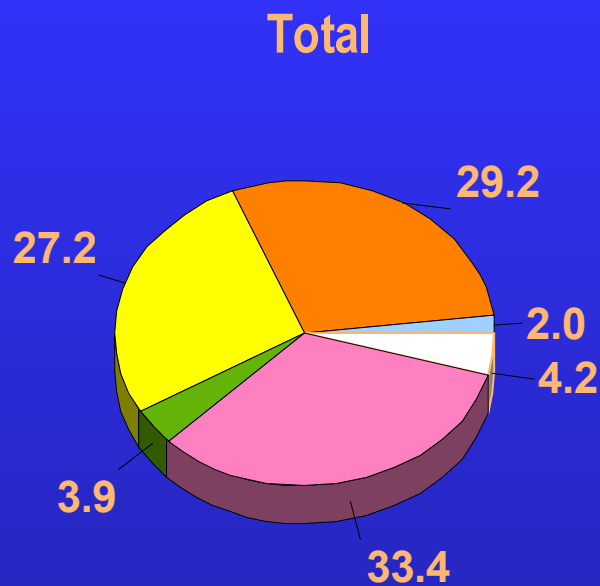
ICAO TECHNICAL COOPERATION BY REGION IN 2003 (estd.)



■ THE AMERICAS 49.1%	■ ASIA/PACIFIC 4.8%
■ EUROPE/MIDDLE EAST 30.7%	■ AFRICA 15.4%

ASIA & PACIFIC

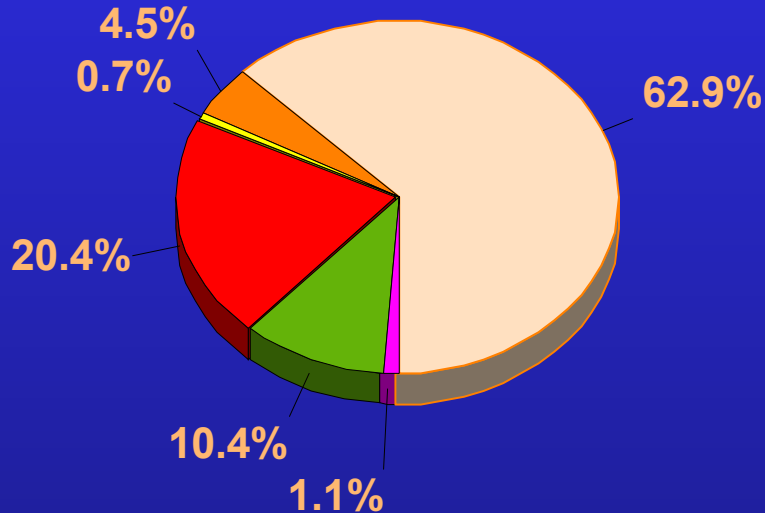




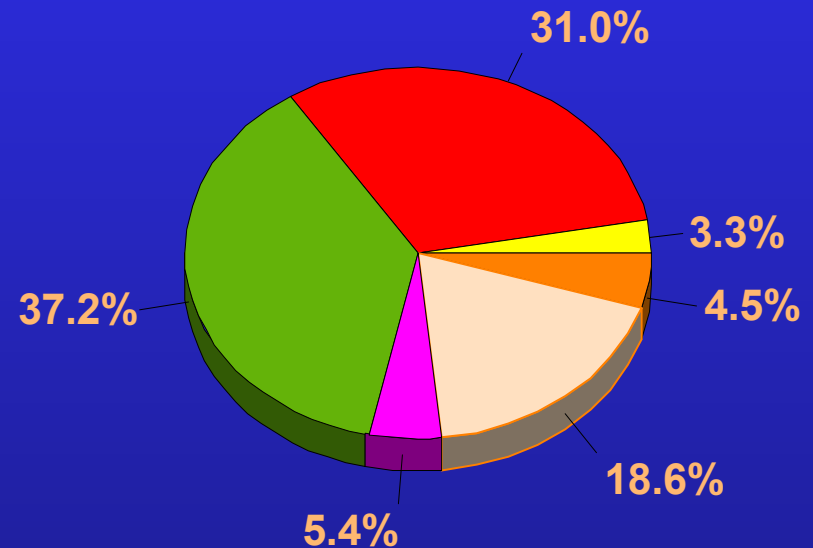
Percentage distribution of scheduled traffic — 2002
 (total tonne-kilometres performed according to region of airline registration)

Regional Share Passenger Traffic - 2002

Domestic
1, 210 billion

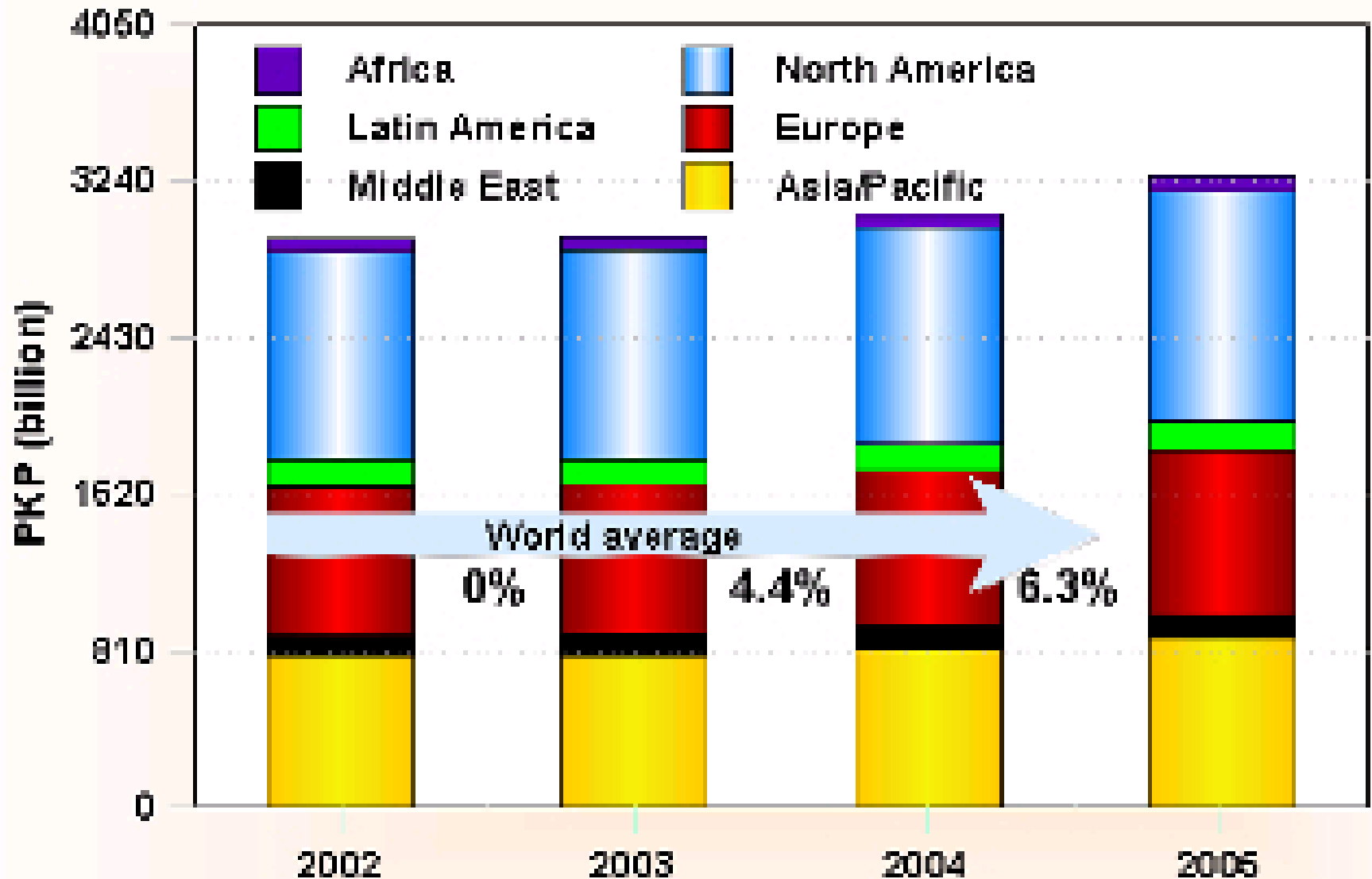


International
1, 732 billion



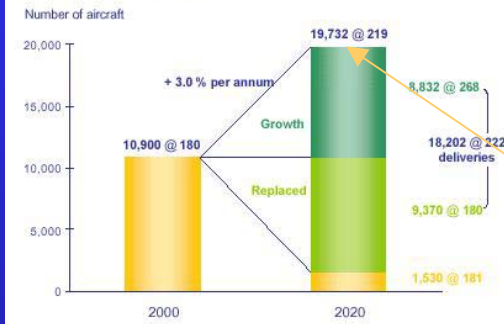
World total 2, 942 PKP

Passenger Traffic Forecast 2003-05



AIRCRAFT DELIVERY PROJECTIONS WORLDWIDE - next 20 years -

18,200 aircraft will be required for fleet renewal and growth

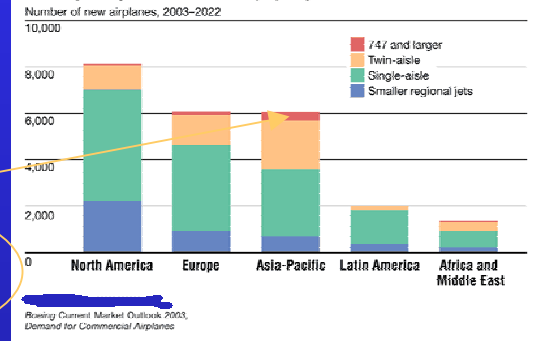


Passenger aircraft

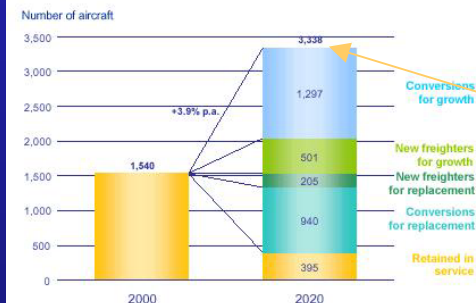
~ 20000 A/C in total

~ 6000 A/C in Asia-Pacific

Passenger Airplane Deliveries Vary by Region



The world freighter fleet will more than double

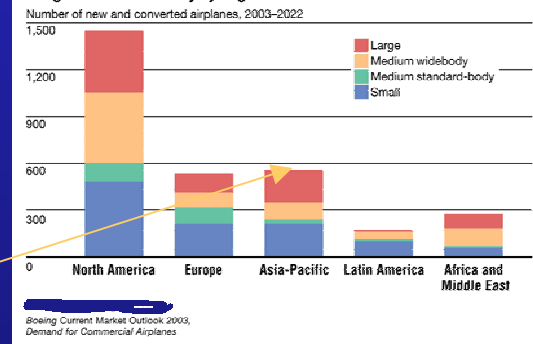


Cargo aircraft

~ 3400 A/C in total

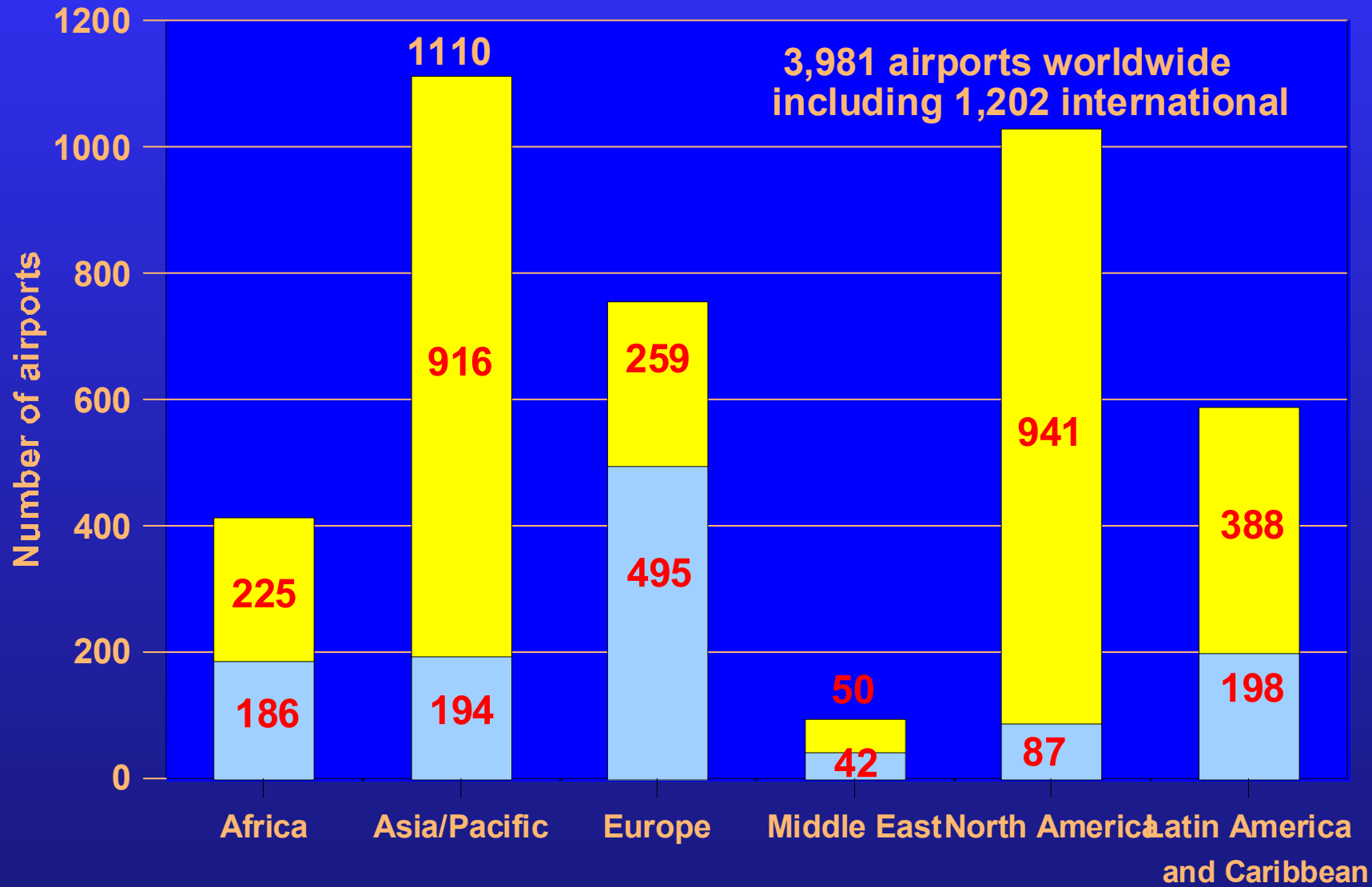
~ 600 A/C in Asia-Pacific

Freighter Deliveries Vary by Region



Domestic
International

2000



MAJOR AIRPORT DEVELOPMENT ASIA/PACIFIC 2003-2006

➔ China	Beijing, Shanghai, Guangzhou, Huadu, Huanglong, Kunming, Sichuan, Shenyang, Chengdu, Shuangliu, Wenshen, Urumqi, Wuhan, Haiku, Dalian
➔ India	Bangalore, Goa
➔ Indonesia	Padang, Medan
➔ Iran	Tehran
➔ Malaysia	Tawau, Bintulu
➔ Mongolia	Ulaan Bataar
➔ Myanmar	Yangon
➔ Nepal	Lumbini
➔ Pakistan	Sialkot
➔ Philippines	Bacolot, Iloilo, Palawan, Southern Philippine Airports
➔ Rep. of Korea	Incheon
➔ Singapore	Changi
➔ Sri Lanka	Colombo
➔ Thailand	Bangkok
➔ Vanuatu	Port Vila

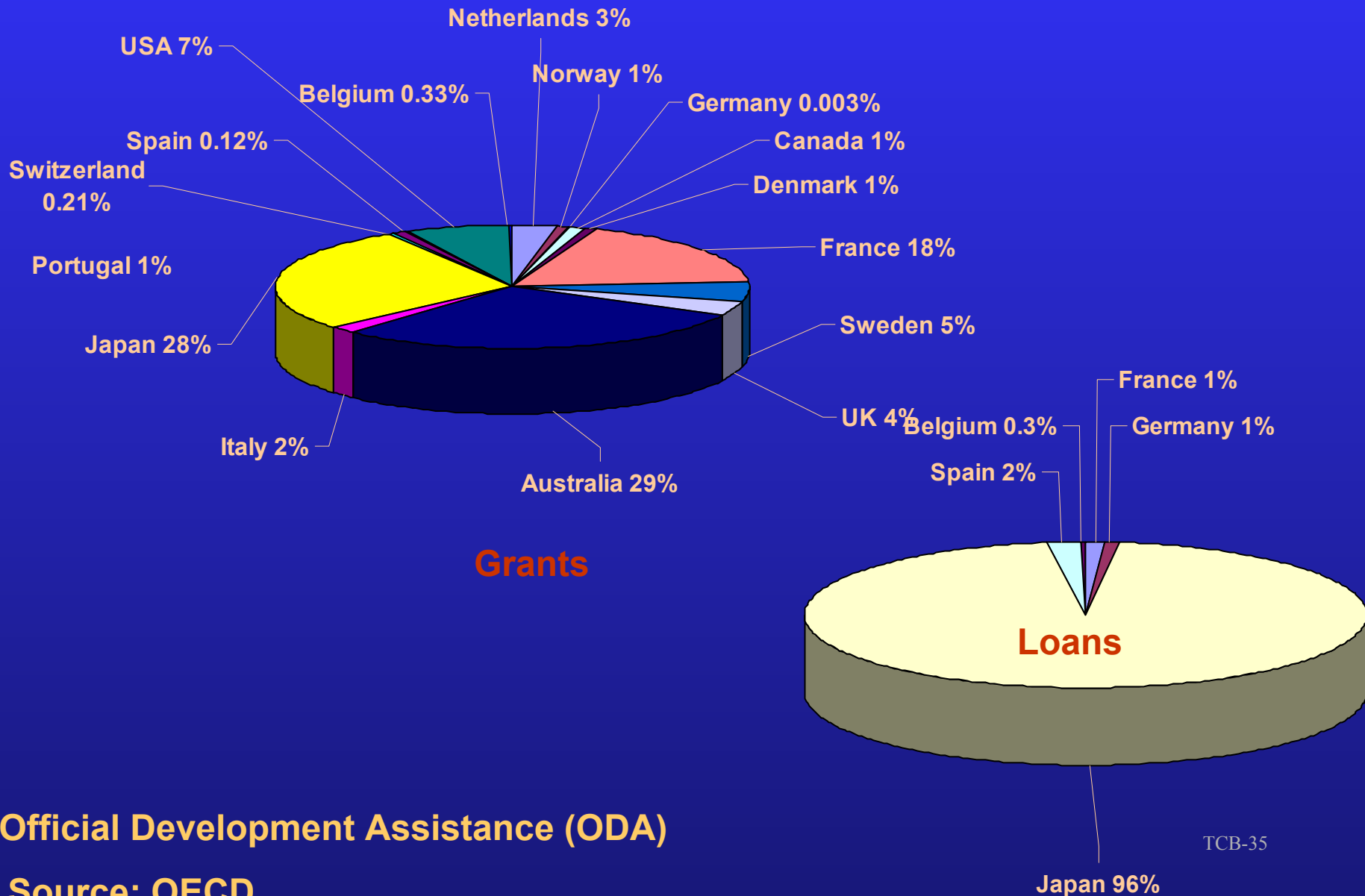


MAJOR DEFICIENCIES REPORTED AGAINST SARP_s & REGIONAL ANP ASIA/PACIFIC 2003 - 2006

➡ ATM	-	68	: air routes, airspace, ATM, WGS-84, AIP, SAR
➡ CNS	-	3	: VHF, HF, AFTN
➡ Airports	-	14	: runways, taxiways, obstacles, approach/airfield lighting, RFF, PAPIs, markings, parking area, emergency plan, bird control
➡ MET	-	12	: observation, reporting and briefing services, SADIS/VSAT, volcanic & cyclone watch, SIGMET dissemination

ODA IN AIR TRANSPORT

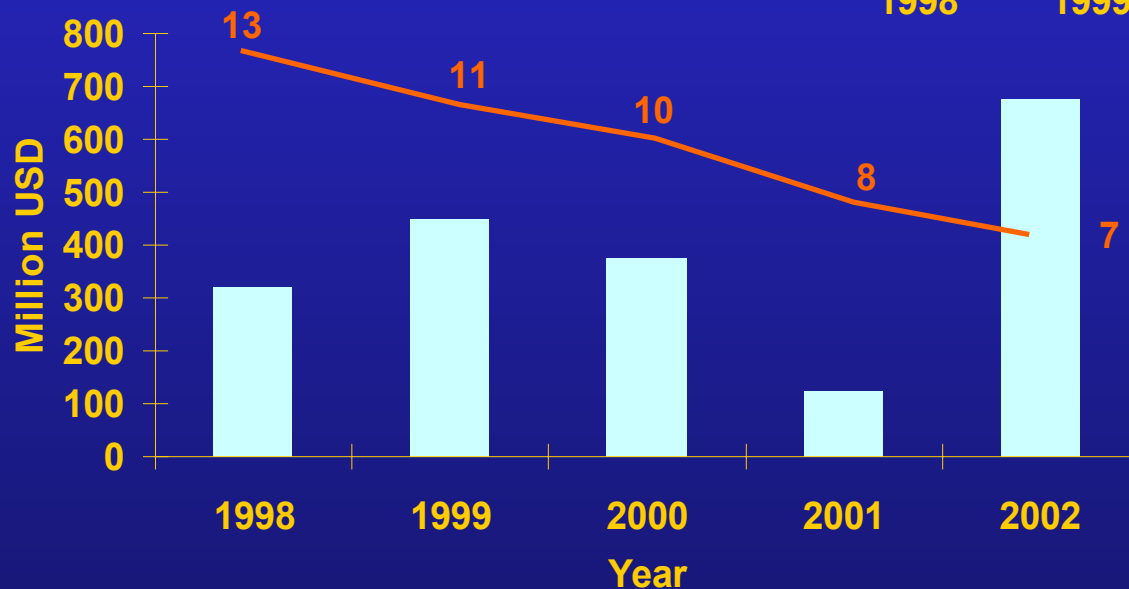
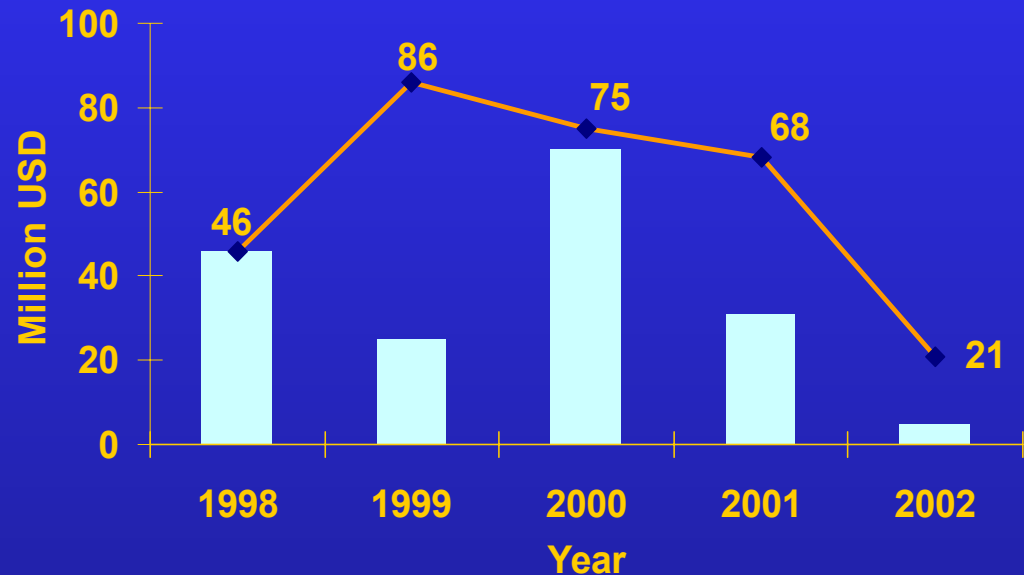
Asia/Pacific 1998-2002



ODA IN AIR TRANSPORT

Asia/Pacific 1998-2002

ODA Grants



ODA Loans

TECHNICAL COOPERATION BUREAU ASIA / PACIFIC PROGRAMME 2003

- **Estimated Programme amount: US\$ 5.6 Million**
- **Number of approved projects: 62**
- **Pipeline projects (advanced stage): 12 incl. 3 CASPs**



ICAO TC PROJECTS ASIA/PACIFIC

2003 - 2005

➔ Flight Safety	23	(incl. 3 COSCAPs)
➔ Aviation Security	11	(incl. 3 CASPs)
➔ Airports	13	
➔ CNS/ATM	10	
➔ Airlines	5	
➔ CA Master Planning	3	
➔ Creation of CAA	2	
➔ TRAINAIR	7	
➔ HR development	4	
➔ Procurement (CAPS)	8	
➔ Aviation Medicine	1	



TECHNICAL COOPERATION BUREAU

ASIA / PACIFIC Programme

Funding Sources

Projects funded by:

- ➔ recipient governments, authorities & industries in CA 57
- ➔ multi/bilateral funding institutions and other contributors 16



- ✚ Asian Development Bank
- ✚ World Bank
- ✚ European Commission
- ✚ Airbus & Boeing
- ✚ FAA
- ✚ Transport Canada
- ✚ Govt. of Singapore
- ✚ NORAD
- ✚ UNDP
- ✚ (NATO)
- ✚ (TSA)



TECHNICAL CO-OPERATION BUREAU ASIA / PACIFIC PROGRAMME Outlook

Background

- ➡ Increasingly growing importance of civil aviation of Asia/Pacific in the worldwide context
- ➡ Vast range of development needs, thus of technical cooperation requirements in Asia/Pacific, whether it be in CAAs, airports, ANS providers or airlines

Outlook

- ➡ Potential for ICAO to become even more involved in technical cooperation projects in order to foster safe, secure, regular and economic air transport through ensuring SARPs compliance, audit fulfillment and quality assurance

TECHNICAL CO-OPERATION BUREAU

ASIA / PACIFIC PROGRAMME

Outlook (2)

- ☑ **TCB** should gain access to additional major financing institutions and cooperating partners for increased association with grants/loans for civil aviation
- ☑ **Recipient States and financing partners** may wish to increasingly utilize ICAO's technical cooperation for SARP compliance, fulfillment of audit requirements, quality assurance, contract supervision and execution of grants and loan components of CA infrastructure projects
- ☑ **Airport authorities, ANS providers and airlines** may wish to consider low costs and other benefits of entering into Management Service Agreements with ICAO's TCB
- ☑ CA administrations, airport authorities, ANS providers and airlines may wish to evaluate the major benefits of equipment procurement using **ICAO's Civil Aviation Purchasing Service (CAPS)**

TECHNICAL CO-OPERATION BUREAU

Particular Strengths

- ✓ In-depth experience with all facets of civil aviation development in the Region since almost 50 years
- ✓ Specialized expertise across civil aviation, frequently from within the Region
- ✓ Quality Assurance, SARPs Compliance, Audit Fulfillment, Harmony with Regional ANP
- ✓ Direct, often personal contact with almost all CA administrations
- ✓ Access to major financing institutions and cooperating partners involved in civil aviation within the Region
- ✓ Cooperative, competent, independent, efficient and cost-effective, not-for-profit
- ✓ ... in other words: ICAO's Technical Co-operation Bureau is part of YOUR organization ICAO, so why not use it more to your advantage?



TECHNICAL CO-OPERATION BUREAU



**THANK YOU FOR YOUR
PARTICIPATION**