



**Agenda Item 6: Administrative matters**

**6.4 Regional and global activities of ICAO in the AGA field**

**ADMINISTRATIVE MATTERS**

(Presented by the Secretariat)

**SUMMARY**

This working paper describes the main activities to be carried out in the AGA field during the next few years, both in Montreal Headquarters as well as in the Regions (CAR/SAM), together with other aspects of interest concerning aerodromes.

**References:**

- 2008 Programme of Activities (Meetings-Seminars-Courses-Workshops) of the NACC Office;
- 2008 Programme of Activities (Meetings-Seminars-Courses-Workshops) of the SAM Office;
- 36<sup>th</sup> Session of the Assembly, 18-28 September 2007; and
- ACI A36-WP/169 dated 12 September 2007.

**1. Introduction**

1.1 During the 36<sup>th</sup> Session of the ICAO Assembly, the Council submitted its annual reports for 2004, 2005, and 2006, on the most significant events during each period, and a supplementary report on the activities carried out during the first half of 2007.

1.2 One of the most outstanding aspects of the summary submitted to the Assembly involved the growth of global civil aviation, where it was highlighted that the total number of passengers worldwide increased 6.2% per year in average; in other words, the actual number of passengers per year increased from 1,900 million to 2,100 million. An annual growth rate of 4.6% was expected by 2005, when the total number of passengers would be 4,500 million.

1.3 This situation raises new challenges for the States and air transportation organisations. Consequently, starting at its 35<sup>th</sup> session, ICAO intensified its leadership in a focalised and anticipatory manner, guided by the principles of implementation, performance, results, and transparency, which enabled the transition to a performance- and result-based organisation.

1.4 Regarding safety, the Conference of General Directors of Civil Aviation (March 2006) summoned by ICAO approved a global safety strategy for the 21<sup>st</sup> century, highlighting the critical importance of transparency and the exchange of safety information as fundamental principles in a safe air transportation system. As a result, a series of activities and initiatives have been generated for the development of an intense agenda, both for the ICAO Air Navigation Bureau and for ICAO Regional Offices, with the view to optimising and harmonising safety procedures from a systemic perspective. In this sense, global and regional AGA activities are described below.

## 2. **ICAO Schedule of International Events for 2008 – 2009 – 2010**

### 2.1 **ICAO – Montreal Headquarters**

#### **2008**

##### **Air Navigation Commission**

- 177<sup>th</sup> Session 14 January – 14 March
- 178<sup>th</sup> Session 14 April– 13 June
- 179<sup>th</sup> Session 6 October – 5 December

#### **2009**

##### **Air Navigation Commission**

- 180<sup>th</sup> Session 19 January – 20 March
- 181<sup>st</sup> Session 4 May – 3 July
- 182<sup>nd</sup> Session 21 September – 20 November

#### **2010**

##### **Air Navigation Commission**

- 183<sup>rd</sup> session 11 January – 12 March
- 184<sup>th</sup> session 12 April – 18 June
- 185<sup>th</sup> session 18 October – 17 December

### 2.2 **ICAO – CAR/SAM Regions (AGA)**

#### **2008**

- GREPECAS/15 Rio de Janeiro, Brazil, 13-17 October
- 7<sup>th</sup> meeting of the CAR/SAM Traffic Forecasting Group Rio de Janeiro, Brazil, TBD.
- Seminar/Workshop on Airport Emergency Plans and EOC East Caribbean, October
- Sixth International Conference on Bird Strike/Fauna Hazard Prevention (CARSAMPAF/6) Brasilia, Brazil, 17-21 November
- Seminar on pavement maintenance Mexico City, October

## **2009**

- III International Diploma Course in Airport Inter-disciplinary Urban-environmental Planning Mexico City, June
- VII International Diploma Course in Airport Engineering and Certification Mexico City, May - September

### **3. Other topics of interest**

#### **3.1 SMS implementation in States and Territories**

3.1.1 At the Conference of General Directors of Civil Aviation held in 2006, the participants undertook to strengthen the global safety framework through the application of safety oversight in full compliance with ICAO SARPs, SMS implementation, and the development of sustainable safety solutions. Likewise, pursuant to the commitment of publishing USOAP results on the ICAO website, 93 States agreed to publish the relevant audit information.

#### **3.2 Security**

3.2.1 With regard to security, the statistics in recent years show that the global air transportation continues to be secure. The ICAO Universal Security Audit Programme (USAP) established in 2002 has clearly enhanced global aviation security. In 2006, security audit teams conducted 46 audits, totalling 174 audited States, very close to meeting the target of auditing the 190 States by the end of 2007. Furthermore, 86 follow-up visits were made to validate the application of State action plans.

#### **3.3 Environmental protection**

3.3.1 Another important sector in which ICAO has developed a strong leadership is environmental protection. Environmental issues are part of the planning and the action taken by global aviation stakeholders following the meeting of the Committee on Aviation and Environmental Protection of the Council (CAEP/79) in February 2007.

3.3.2 Amongst the achievements of CAEP/7 is the introduction of medium- and long-term objectives concerning the development of technologies to control nitrogen oxides (NO<sub>x</sub>), thus providing the industry with more clearly defined objectives and a longer-term planning horizon. CAEP/7 also conducted additional studies on the environmental benefits of operational procedures, and proposed guidelines on best practices for assessing and measuring airport emissions.

#### **3.4 Efficiency**

3.4.1 An important topic in recent years has been the improvement of the efficiency of air transport operations, and the resulting reduction of greenhouse gases, as approved by the ICAO Council in November 2006, in the revised Global Air Navigation Plan. ICAO has already incorporated the various elements of the global plan into its programme of activities, which emphasises the implementation of harmonised air traffic management systems, performance-based efficiency improvements, and a better interaction between ICAO and its Regional Offices.

### 3.5 **Continuity**

3.5.1 An important aspect within the context of continuity is the development of an ICAO contingency plan for a potential avian flu pandemics, in cooperation with the World Health Organization and industry stakeholders, whose ultimate purpose is the development of a globally-harmonised risk management programme to deal with the risk of pandemic diseases.

### 3.6 **Rule of law**

3.6.1 Regarding legal matters, ICAO has been active in the development and updating of aeronautical law, in keeping with the evolution of international civil aviation requirements. A special sub-committee of the Legal Committee was established with the task of developing one or more draft instruments to address new and emerging threats to civil aviation.

### 3.7 **Technical cooperation**

3.7.1 The ICAO Technical Cooperation Programme grew significantly with the support of receiver and donor countries that deposit their trust on the neutral, efficient, and cost-effective services of the ICAO Technical Cooperation Bureau.

### 3.8 **Regulatory oversight and Safety Management Systems at Airports (ACI)**

3.8.1 With respect to the conclusions of the Assembly on the low level of implementation of aerodrome certification requirements worldwide, Airports Council International (ACI) stated that it was working with airports to change this situation, and encouraged airport operators and their regulators to focus on airport certification as a high priority. It also recognised the need to regulate airports but asked for consistent and fair regulations.

3.8.2 Regarding the survey and report of the ICAO Secretariat on the level of implementation of aerodrome certification requirements, although only 87 contracting States responded, the ACI study provides valuable information on the level of implementation. While it is encouraging to note that more than 400 international airports have been certified and more than 250 are implementing safety management systems (SMS), these figures are way below the 1,280 international airports worldwide listed in ICAO regional air navigation plans. ACI is preparing an SMS implementation checklist, as well as an SMS guide on best practices that will be completed in early 2008.

3.8.3 In its conclusions, ACI highlighted that airport safety should be subject to a continuous improvement process, using a formal safety management system.

3.8.4 The ICAO contracting States, international organisations, and its members (especially airlines, airports and air traffic control authorities) should work together to implement such systems at all airports, dividing responsibilities in the traditional manner.

3.8.5 Airport operators have the special responsibility of ensuring safety in movement areas. However, not all incidents are being currently reported, and without such reports, consolidated at the airport level, it is difficult to have a full overview of the risks observed in order to reduce them in the future. According to ACI, this seems to be a problem, especially in terms of incidents occurring in leased areas, including parts of the apron at some airports, which must be reported by airlines and ground services.

3.8.6 Consequently, ICAO is requested to urge the States to develop regulatory provisions forcing aircraft operators and ground services to report to the corresponding authorities and airport operators all incidents and accidents occurring at airports. ACI supports confidential (“privileged”) and “no guilt” data collection, and agrees with the draft resolution of the Assembly on the protection of the information contained in safety data collection systems. This approach should be applied to airport operations, ground services, and flight operations.

4. **Discussion**

4.1 The topics described above address important AGA aspects that should be analysed, discussed and addressed by civil aviation administrations.

5. **Suggested action**

5.1 The Meeting is invited to take note of, review, and make comments on this working paper.

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