



ICAO BANGKOK

UNITING AVIATION

# ICAO CIV/MIL Cooperation Conference – India Civil Aviation Introduction

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New Delhi, India, 19 May 2016





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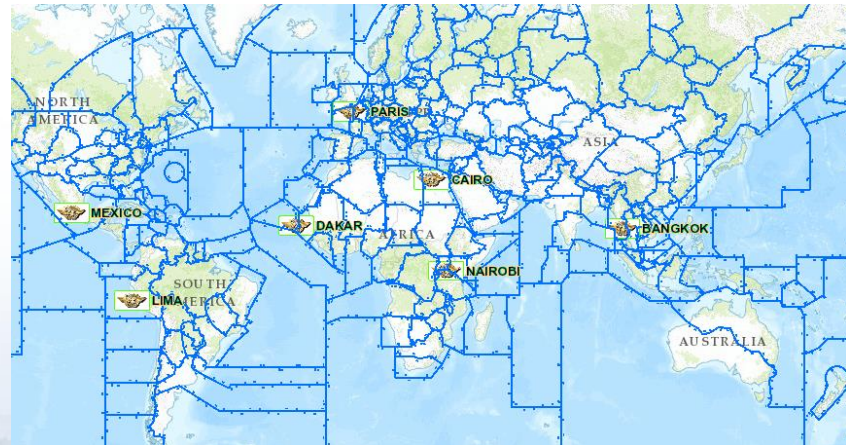




# Introducing ICAO



- The International Civil Aviation Organization (ICAO):
  - is a specialised agency of the United Nations, overseeing the safety and efficiency of civil aviation
  - is headquartered in Montreal, Canada
  - has seven regional offices





# Introducing ICAO

- The ICAO Regional Office:
  - was established in May 1948 at Melbourne, Australia as the Far East and Pacific Office, then moved to Bangkok in 1955
  - facilities are kindly provided by the Royal Thai government
  - has a Sub-Office in Beijing, China





# Introducing ICAO

- The ICAO Asia/Pacific (APAC) Regional Office:
  - is responsible for 38 States, and 49 Flight Information Regions (FIRs), plus liaison with USA and France
  - has 31%+ of air travel in its APAC Region
  - manages a region subject to regular natural disasters, and diversity in political governance and economic development





# Introducing ICAO

- The International Civil Aviation Organization (ICAO):
  - does not regulate the military
  - determines and disseminate best civil practices
  - serves as a platform to promote international cooperation
  - uses its regional framework to bring civil and military authorities together and raise awareness
  - assist States in the implementation of ICAO policy, provisions, air navigation plan



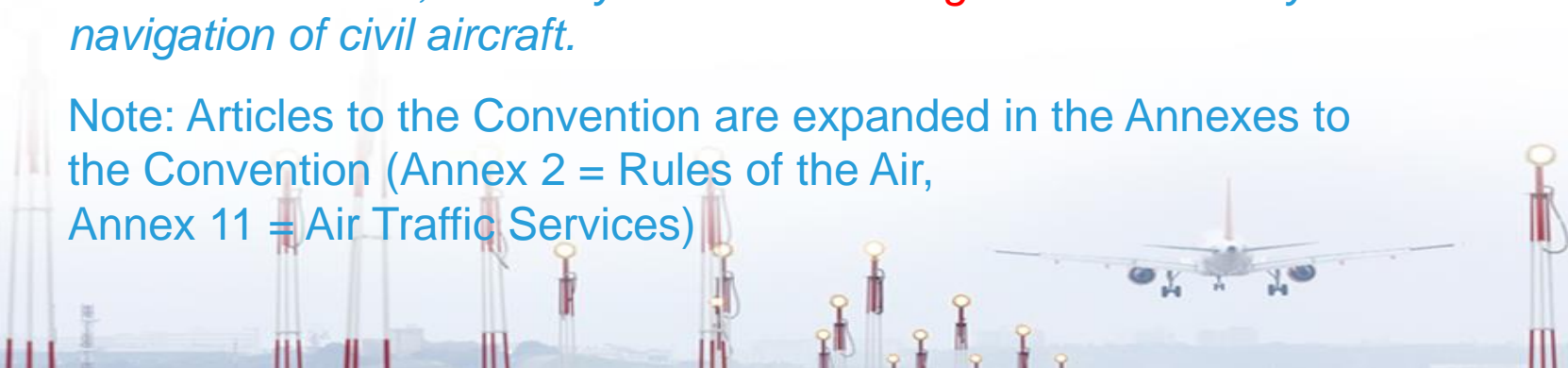


# Introducing ICAO

- However, Article 3 (d) of the Convention on International Civil Aviation (‘the ICAO Convention’) states:

*The Contracting States undertake, when issuing regulations for their state aircraft, that they will have **due regard** for the safety of navigation of civil aircraft.*

Note: Articles to the Convention are expanded in the Annexes to the Convention (Annex 2 = Rules of the Air, Annex 11 = Air Traffic Services)



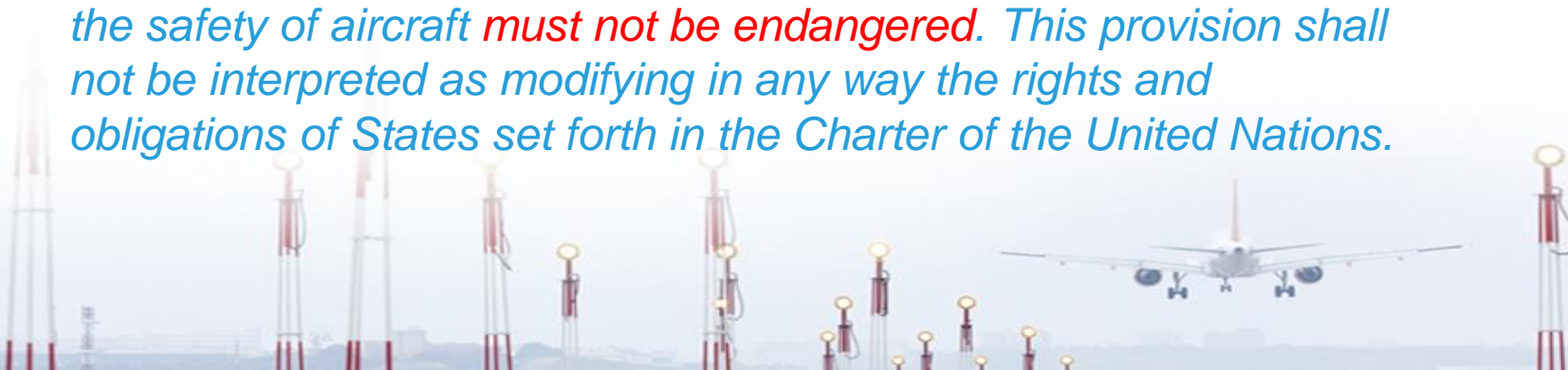




# Introducing ICAO

- Also, Article 3 bis states:

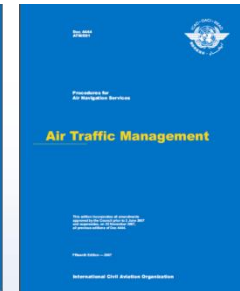
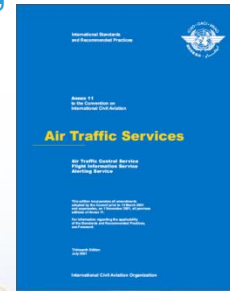
*a) The contracting States recognize that every State must **refrain from resorting to the use of weapons** against civil aircraft in flight and that, in case of interception, the lives of persons on board and the safety of aircraft **must not be endangered**. This provision shall not be interpreted as modifying in any way the rights and obligations of States set forth in the Charter of the United Nations.*





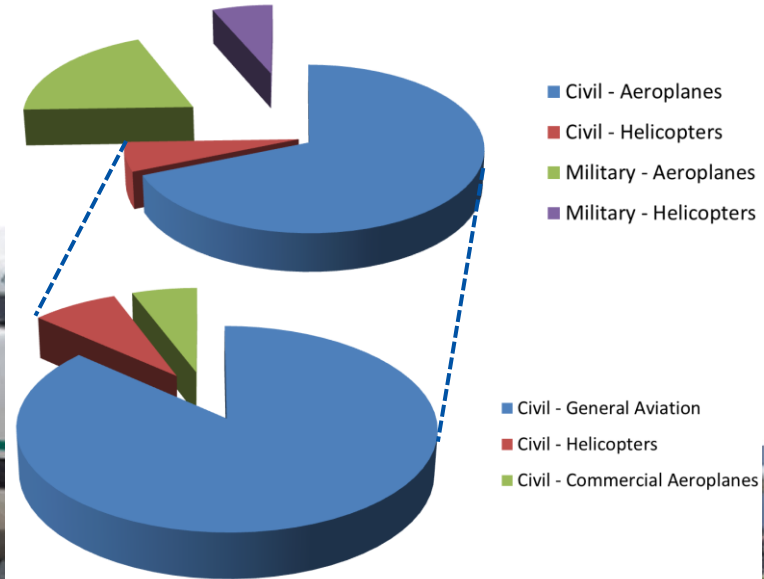
# Introducing ICAO

- Below the Convention are Standards and Recommended Practices (SARPs), and Guidance Material (GM)
  - Standards = ‘necessary’ for safety/regularity of air navigation
  - Recommended Practices = ‘desirable’
  - Guidance Material = non-regulatory, related to SARPs and Procedures for Air Navigation Services (PANS)



# Civil Aviation System

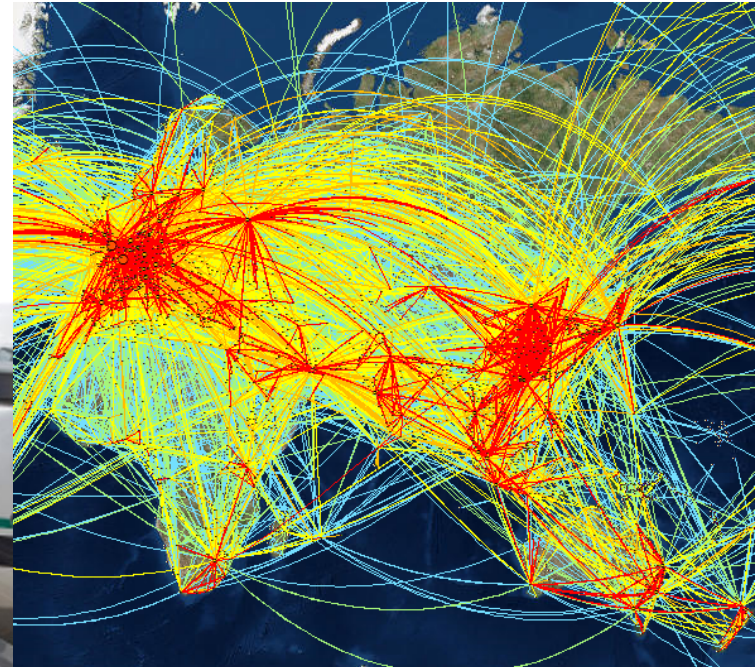
- Civil aircraft:
  - account for ~75% of all aircraft
  - include about 20,000 aircraft flying commercially worldwide (35,000 new aircraft in 20 years)



# Civil Aviation Systems

- Commercial civil aircraft:
  - growth rates in the Asia/Pacific are ~7% per annum (only the Middle East has a higher growth rate)
  - account for ~8-12,000 flights in the air at any moment

2012 operations



# Civil Aviation Systems

- Commercial civil aircraft:
  - growth rates in the Asia/Pacific are ~6.7% per annum (only the Middle East has a higher growth rate)
  - account for ~8-12,000 flights in the air at any moment

2020 operations

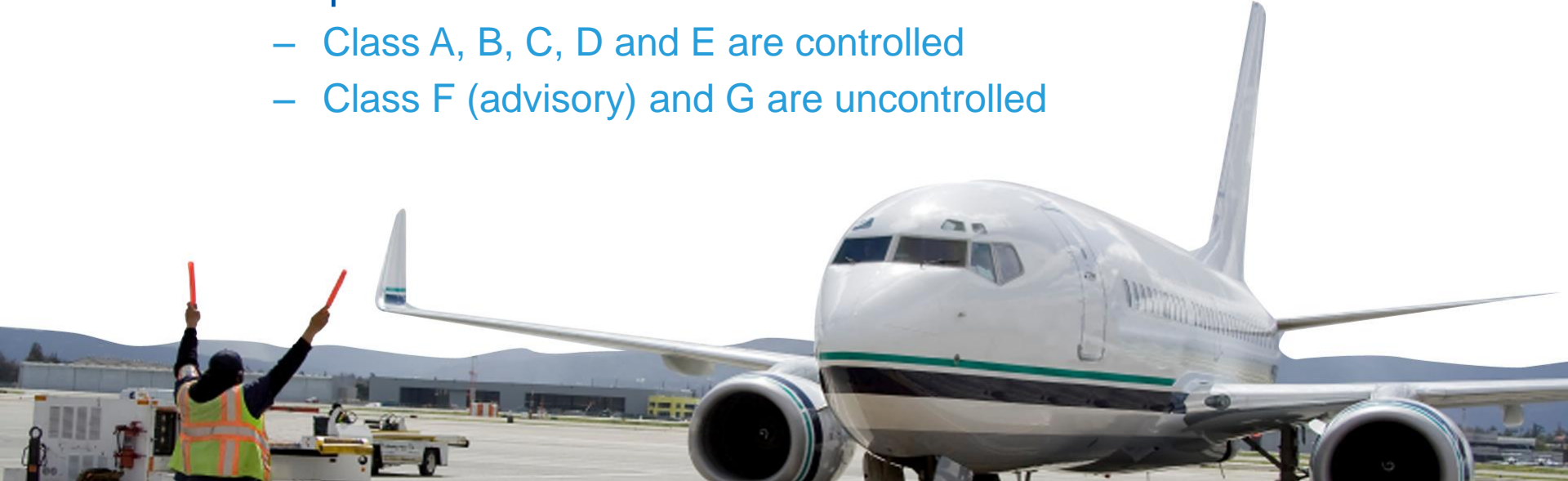






# Civil Aviation Systems

- Airspace is classified to denote its air traffic service level
  - Class A, B, C, D and E are controlled
  - Class F (advisory) and G are uncontrolled





# Civil Aviation Systems

- Special Use Airspace (SUA) may be established:
  - in uncontrolled or controlled airspace to superimpose additional flight requirements
  - but not all SUA is associated with military operations, and besides prohibited, restricted and danger areas, some States have other types (e.g.: MOA)





# Civil Aviation Systems

- Operations are regulated by civil aviation authorities (CAAs):
  - decrees, regulations, rules, etc. to meet ICAO SARPs and national policies are developed by appropriate government ministries and CAAs (sometimes called DGCAs)







# Civil Aviation Systems

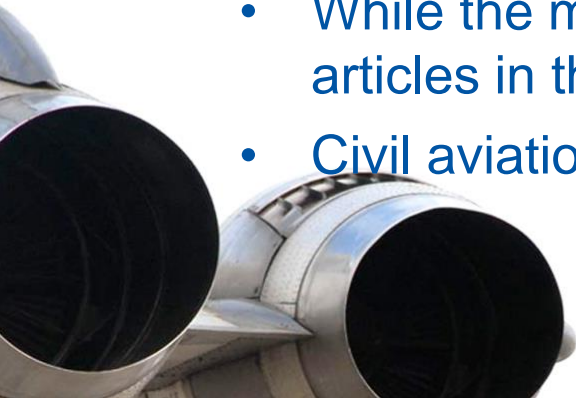
- service providers (such as AOT and AEROTHAI) are regulated by CAAs but resourcing and empowerment of the regulator can be a problem in some cases
- some service responsibilities can be unclear (such as Search and Rescue (SAR))





# Conclusions

- ICAO is a key body to provide a level of harmonisation for international air travel, even more so in the Asia/Pacific due to the lack of a pan-regional body
- While the military are not bound by civil SARPs, there are articles in the 'ICAO Convention' that apply to the military
- Civil aviation constitutes the majority of aviation activity





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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