



ASSEMBLY — 37TH SESSION

PLENARY

Agenda Item 8: Election of Contracting States to be represented on the Council

INCREASING ICAO COUNCIL SEATS TO 39

(Presented by the Kingdom of Saudi Arabia)

EXECUTIVE SUMMARY

Since the inception of the International Civil Aviation Organization (ICAO) under the *Convention on International Civil Aviation* (The Chicago Convention of 1944), the number of its Contracting States has been constantly increasing, reflecting the growing importance of such an international body in organizing civil aviation globally, as well as the increasing interest of the world in being part of it. The number of Contracting States is now 190 States, represented by only 36 States on the ICAO Council (less than 19 per cent of the total membership).

In view of the ongoing developments in the aviation industry worldwide and the emergence of new regional groups, which were not present 50 years ago, as well as the changes that several parts of the world have seen, the need to have a larger representation of the interests of such regions in the Council is increasing.

Action: The Assembly is invited to refer to the Council the proposal to amend Article 50(a) of the Chicago Convention for increasing the membership of the Council from 36 to 39, to be handled in accordance with Clause 8 of Resolution A4-3 and the procedure established in Rule 10 d) of the Standing Rules of Procedure of the Assembly.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives A, B, C, D, E and F.
<i>Financial implications:</i>	Not applicable
<i>References:</i>	Doc 7300 Doc 7600 ICAO PIO 06/10, 14 July 2010

¹ English and Arabic provided by the Kingdom of Saudi Arabia

1. INTRODUCTION

1.1 The original text of the Chicago Convention provided for 21 members of the ICAO Council. The text was subsequently amended by the 13th (Extraordinary) Session of the Assembly on 21 June 1961; this amendment entered into force on 17 July 1962 and provided for 27 members of the Council. A second amendment was adopted by the 17th (A) (Extraordinary) Session of the Assembly on 12 March 1971; the amendment entered into force on 16 January 1973 bringing the number of members of the Council to 30. A third amendment was adopted by the 21st Session of the Assembly on 16 October 1974; this amendment entered into force on 15 February 1980 and provided for 33 members of the Council. The 28th Session (Extraordinary) of the Assembly, on 25 October 1990, adopted Resolution A28-1, increasing the membership of the Council from 33 to 36; this amendment came into force on 28 November 2002.

1.2 The above shows that ICAO has always been active in keeping abreast with the new developments in the field of international civil aviation, including the emergence of new regional and sub-regional groups in the world, the increasing number of Contracting States joining ICAO, and the growth of international air traffic movement and air navigation services requirements.

1.3 ICAO has responded in many ways, including the expansion of its activities to cover more parts of the world and opening the door for more States to represent their regions on the ICAO Council. In view of the growing traffic in certain regions of the world and the emergence of new sub-regions that are not represented in the Council, ICAO needs to continue its longstanding approach in responding to such developments by increasing the number of the members of the Council.

2. DISCUSSION

2.1 ICAO has been urging States to adopt "Rotation" in order to achieve geographical representation and to overcome the increase in the number of regions and sub-regions. Most regions have already been using a mixture of two approaches to overcome this difficulty:

- a) States of chief importance to air transport and making large contribution to the provision of facilities for international civil air navigation while enjoying a recognized technical, economic and political weight in civil aviation, which were elected repeatedly to represent the interests of the whole region; and
- b) the sub-regions, within the larger groups also have their own representation on the Council based on the principle of rotation, in order to maintain the principle of Equitable Geographic Representation.

2.2 The world regions are already utilizing the two approaches. However, they have proven insufficient in dealing with the increase of the ICAO membership and the constant growth of air traffic in many regions worldwide.

2.3 In addition, ICAO has recently moved towards strengthening regional organizations that include in their membership States from all regions. The Declaration of the High-Level Safety Conference (HLSC/2010) encouraged the establishment of Regional Safety Oversight Organizations

(RSOOs), in order to facilitate the transition from USOAP to CMA. The Conference also urged States to join such organizations.

2.4 However, some regions consist of more than 20 States, and are only represented by a very small number of States on the Council; while others consist of seven or eight member States and are represented by at least one State on the Council. Moreover, many other regional groups have emerged elsewhere in the world and the membership of ICAO is now 190 States. But, since 1990, the number of the ICAO Council seats has been the same. It is strongly believed that it is time for ICAO to revisit the subject, in response to these developments in the field of international civil aviation.

2.5 Scheduled air traffic of airlines of ICAO Member States should grow by 6.4 per cent this year in terms of passenger-kilometers performed (PKPs)², compared to a decline of 2 per cent in 2009. With expectations of more than 4 per cent annual growth of the world economy for the next three years, world traffic should grow at 4.7 and 4.9 for 2011 and 2012 respectively. The regional breakdown is given in the table below:

REGIONAL GROWTH IN PASSENGER-KILOMETERS PERFORMED

Region	2009 %	2010 %	2011 %	2012 %
Africa	-3.3	9.8	8.5	7.7
Asia/Pacific	-0.2	10.8	7.5	7.5
Europe	-3.9	3.5	2.5	2.7
Middle East	9.1	15.5	12.0	11.5
North America	-3.9	2.8	2.2	2.5
Latin America	0.9	9.8	5.5	5.6
World	-2.0	6.4	4.7	4.9

² ICAO PIO 06/10, 14 July 2010

3. **CONCLUSION**

3.1 The above indicates that the growth of global air traffic and the increase in demand for air navigation services in the world's regions, as well the establishment of new airports and the expansion of the existing ones represent strong justifications to ask for an increase of the membership of the Council.

4. **ACTION BY THE ASSEMBLY**

4.1 The Assembly is invited to approve an increase of the ICAO Council members by three, from 36 to 39.

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