



A36-WP/356
P/54
26/9/07

ASSEMBLY — 36TH SESSION

REPORT OF THE TECHNICAL COMMISSION ON AGENDA ITEMS 7 AND 8

(Presented by the Chairman of the Technical Commission)

The attached report on Agenda Items 7 and 8 has been approved by the Technical Commission.

Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the report folder.

(4 pages)

Agenda Item 7: Annual Reports of the Council to the Assembly for 2004, 2005 and 2006

7.1 The Plenary had referred to the Technical Commission those parts of the Annual Reports of the Council to the Assembly for 2004, 2005 and 2006 and the supplementary report covering the first six months of 2007 (Docs 9851, 9862 and 9876, Corr. 1 and Supplement) falling within its field of competence.

7.2 The Commission noted, without comment, the work accomplished in the air navigation field during the past three years, as reflected in Chapter 4 (Projects given special attention) and as shown in the reports for 2005 and 2006 under the respective Strategic Objectives A – Safety and D – Efficiency. It also noted the Regional activities as contained in Chapter 7 of each of the reports.

Agenda Item 8: Programme Budget for 2008, 2009 and 2010

8.1 The Plenary had referred to the Technical Commission the relevant parts of the Programme Budget of the Organization for 2008, 2009 and 2010 (A35-WP/23 and blue rider (R)).

8.2 At its first meeting, the Secretary introduced the Safety, Efficiency and Continuity elements of the Programme Budget of the Organization for 2008, 2009 and 2010 which had been referred to the Technical Commission by the Plenary. She highlighted that the general principle that guided the development of these elements of the budget was the need to focus on the implementation of Standards and less on their development, as well as the need for an optimized utilization of resources at both the Headquarters and Regional levels. She pointed out that safety and efficiency accounted for a large part of the budget as they relate directly to the Convention and encompassed many issues that Contracting States have identified as being critical.

8.3 The Commission was informed that the safety activities within the proposed budget fell within the framework of the Global Aviation Safety Plan (GASP) and were therefore organized along four key outcome areas: consistent regulatory oversight; shift to a proactive and predictive risk-based safety regime; effective incident and accident investigation; and coordination of effective strategies and actions with all stakeholders.

8.4 The Secretary stated that the proposed budget would continue to support the ICAO Universal Safety Oversight Audit Programme and that the Organization's emphasis should be placed on resolving safety-related deficiencies discovered during the audits. To address the need to shift to a more proactive and predictive risk-based regime, the budget would need to continue to build upon the successful safety management programme by way of expansion of the requirements, updated guidance material and continued cooperation with States.

8.5 It was pointed out that the continued traffic growth and the public and political demand to safely increase the capacity of the global air navigation system had placed significant pressure on ICAO to assist the regional planning and implementation groups and Contracting States in meeting their objectives of fitting more airplanes into the crowded sky. The Commission was advised that the efficiency activities were organized along three key outcome areas:

- a) optimizing airspace and route structures;
- b) improving aerodrome efficiency and capacity; and
- c) improving system efficiency through sharing of information and the development of collaborative decision making tools and techniques.

8.6 The Secretary pointed out that efforts to ensure the continuity of international civil aviation also demanded that ICAO continue to meet the most pressing needs of the international civil aviation community during times of crises, whether pandemics or wars, and that the challenge for ICAO would be to minimize and, if possible, prevent disruptions to aviation operations. To achieve this, the main activities would be towards helping States resolve disagreements, cooperating with other

international organizations to prevent the spread of communicable disease by air, and mitigating the effects of any disruptions through contingency plans.

8.7 The Secretary stated that there would be many other issues that would arise and would be impossible to predict in a budget that spans a triennium. Some flexibility in the triennial budget would be necessary; however any significant new task would have to be covered by extra budgetary resources or reprioritization of the work programme.

8.8 The Secretary thanked those States and international organizations that had offered seconded staff to the Organization. She expressed how such arrangements benefited both the donors and ICAO. She invited more States and international organizations to provide more seconded staff in the future.

8.9 The Commission noted, without comment, the Safety, Efficiency and Continuity elements of the Draft Budget of the Organization for 2008, 2009 and 2010.

8.10 The Technical Commission agreed to forward relevant parts of the proposed budget of the Organization for 2008, 2009 and 2010.
