



## **ASSEMBLY — THIRTY-SEVENTH SESSION**

### **SUPPLEMENTARY REPORT ON ACTIVITIES OF THE ORGANIZATION IN THE FIRST HALF OF 2010**

#### **STRATEGIC OBJECTIVE A: SAFETY**

##### **High-level Safety Conference**

From 29 March to 1 April, ICAO held a High-level Safety Conference which was attended by 551 participants, including Ministers and Directors General of Civil Aviation from 117 Member States as well as representatives from 32 international organizations. The Conference called on ICAO to facilitate the collection, analysis and dissemination of safety information provided by States and industry partners and resulted in a strong mandate for the Organization to create a strategy to further reduce the global accident rate through the sharing of safety-related information among Member States and the air transport industry.

##### **Universal Safety Oversight Audit Programme (USOAP) — Comprehensive Systems Approach (CSA)**

The current six-year cycle of the USOAP-CSA audits is set to conclude at the end of 2010. In the first six months of 2010, fourteen States received CSA audits, bringing the total number of completed safety oversight audits to 159.

As of 30 June 2010, 188 of 190 Member States had provided consent for the publication of results from the CSA cycle of audits. The relevant information is posted on the ICAO Flight Safety Information Exchange (FSIX) website ([www.icao.int/FSIX](http://www.icao.int/FSIX)).

Under the direction of the Assembly and the Council of ICAO, development began of a continuous monitoring approach (CMA) for the continuation of the USOAP beyond 2010. Guidance material on the CMA is currently being prepared and will be provided to all ICAO Member States. A transition period to the new approach, during which various intervention activities will be carried out, will begin in 2011. One intervention activity will be ICAO Coordinated Validation Missions (ICVMs). These are currently being tested and two ICVMs were carried out during the first six months of 2010.



Two more State officials, seconded to ICAO on a long-term basis by the Bahamas and Saudi Arabia, joined the USOAP in March. This brings the total number of long-term seconded experts currently working in the USOAP to eight.

### **Safety data analysis**

Consistent with safety management principles, ICAO's Integrated Safety Trend Analysis and Reporting System (iSTARS) is under development. iSTARS offers analysis capability for monitoring the achievement of global safety objectives through the assessment of numerous criteria. Considering the complexity of today's global air navigation system, the analysis of diverse types of data is essential to accurately correlate multiple attributes that, in combination, have the potential to create systemic vulnerabilities that elevate safety risks.

### **Online Aircraft Safety Information System (OASIS)**

#### **Background**

The ICAO Online Aircraft Safety Information System (OASIS) contains pertinent information concerning all aircraft habitually involved in international civil aviation, including registration, ownership and control, in accordance with Article 21 of the *Convention on International Civil Aviation*.

The OASIS was developed with the capability to establish unique identifiers for aircraft using two fields of data that, when combined, uniquely identify all aircraft entered into the database, regardless of their current registration marks. A history of aircraft ownership and control will thus be available.

Data to support this system are provided by States using the ICAO web-based system. As an alternative to providing the data directly to ICAO through the organization's web-based system, States may format their data using software labels provided by ICAO, upon request, or an ICAO accredited service provider, currently the International Register of Civil Aircraft (IRCA). The OASIS database is available only to Member States for the purpose of identifying ownership and control of an aircraft.

#### **System development**

During 2010, work on the aircraft registration component of the OASIS included: establishing a facility to automatically receive data updates from IRCA into ICAO's database; formulating online queries and printed reports for States; developing a tool allowing States to format and send their data from their existing database to ICAO; and adjusting the system to provide a desirable response time for States.

It is expected that the OASIS will be operational in July 2010.

### **International Register of Air Operator Certificates (AOCs)**

ICAO is establishing an international register of AOCs to facilitate the surveillance of foreign operators. The project will take place in two development phases.

Phase I consists of the implementation of a database to collect, from the States of the Operator, the AOC and operations specifications content required by the Standards and Recommended Practices (SARPs) in Annex 6 — *Operation of Aircraft*. This project is supported by the Civil Aviation University of China (CAUC) and the International Air Transport Association (IATA). A Letter of Intent was signed on 17 May 2010 by ICAO, the CAUC and IATA and development will begin in July 2010. It is expected that the register will be operational by the second quarter of 2011. The register will be linked to the ICAO Online Aircraft Safety Information System (OASIS).

Phase II is to take place when stakeholders are using the register on a regular basis. It would entail the definition of an additional data set and associated register functionalities to provide sufficient data to enhance and facilitate international civil aviation operations and their surveillance.

The fifth edition of the *Manual of Procedures for Operations Inspection, Certification and Continued Surveillance* (Doc 8335) was published in English and will be published in the other official languages when translated. This manual provides guidance material for the oversight of national operators, including certification and surveillance. It now also contains material for the surveillance of foreign operators, including guidance on actions to be taken as a result of findings during ramp inspections. Additional guidance is also provided regarding leasing agreements.

### **Next Generation of Aviation Professionals (NGAP)**

Close collaboration between ICAO and the International Air Transport Association (IATA) Training and Qualifications Initiatives (ITQI) continued. Work progressed specifically on the development of guidance material for inclusion in the *Procedures for Air Navigation Services — Training* (PANS-TRG, Doc 9868) on competency-based training and assessment of maintenance personnel, evidence-based training for flight crew, and instructor and examiner qualifications. The NGAP Task Force was established in May 2009 to complement and expand the work undertaken by the ITQI. The Task Force consists of participants from regulatory organizations, industry, international associations, universities and training providers. The Task Force addressed three areas of activities: human resource planning, training and learning methodologies and mobilization of the next generation.

In March, ICAO held a symposium on NGAP. The theme was “Looking beyond the economic crisis: mobilizing the aviation community to recruit, educate, train and retain the next generation of aviation professionals”. The event brought

together 403 participants from 71 States and 14 international organizations. Especially noteworthy was the participation of over 80 students involved in aviation-related university and college programmes. Following the symposium, the NGAP Task Force focused its work on the development of competencies for flight crew, air traffic management professionals and maintenance personnel. The Task Force supported the development of a policy and criteria for a voluntary ICAO training endorsement mechanism and developed an outreach programme to the next generation of aviation professionals.

### **Dangerous goods**

A new dangerous goods training programme was launched. The programme consists of a training manual and a course which will assist States in complying with the broad principles governing the international transport of dangerous goods by air outlined in Annex 18 — *The Safe Transport of Dangerous Goods by Air* and detailed in the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284). The programme is directed towards safety inspectors responsible for dangerous goods, but it would benefit anyone with a need for knowledge of the detailed provisions in the Technical Instructions. Information on the programme can be found on the ICAO public website at: [www.icao.int/anb/fls/dangerousgoods/training](http://www.icao.int/anb/fls/dangerousgoods/training).

### **Performance-based navigation (PBN) implementation**

To assist States in their PBN implementation, ICAO planned PBN airspace design workshops, PBN operational approval courses and continuous descent operations workshops. These educational efforts were coordinated with the Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP), the European Organisation for the Safety of Air Navigation (EUROCONTROL) and the United States Federal Aviation Administration (FAA). In addition, three PBN Go-Team visits are planned for late 2010. Furthermore, the first Flight Procedure Office was opened in Beijing in April, with a second planned in Africa.

### **Technical cooperation projects and activities**

During the 1 January to 30 June 2010 period, there were 60 national and 20 regional active technical cooperation projects contributing to further improving aviation safety around the world. Major achievements over the period included:

- establishment of the Banjul Accord Group Aviation Safety Oversight Organization (BAGASOO) and the Banjul Accord Group Accident Investigation Agency (BAGAIA), and commencement of BAGASOO operations;

- development of a Civil Aviation Master Plan for one country in the Africa-Indian Ocean (AFI) Region;
- aeronautical assessments on the organizational structure of seven countries in the Caribbean and South American (CAR/SAM) Region;
- procurement of rescue and firefighting equipment spares and protective clothing accessories for three countries in the CAR/SAM Region;
- development of safety standards, procedures and long-term safety programmes for 19 countries in the Europe (EUR) and Middle East (MID) Regions, and enhancement of technical and managerial skills of national personnel;
- lifting of the European Union ban, excluding six airlines of one State in the Asia and Pacific (APAC) Region, from entering European airspace;
- forty-seven training courses were conducted on a wide variety of safety-related subjects for States in the APAC Region; and
- development and implementation of an Aviation Strategic Plan for one State in the APAC Region.

## **STRATEGIC OBJECTIVE B: SECURITY**

Effective 1 January 2010, ICAO consolidated its aviation security activities in a newly created Aviation Security (AVSEC) Branch within the Air Transport Bureau, under the new post of Chief, AVSEC Branch. The restructuring, largely completed in May, was undertaken to strengthen ICAO's emphasis on aviation security, improve coordination of activities and increase the effectiveness of efforts to enhance aviation security worldwide.

Following the attempted sabotage of Northwest Airlines Flight 253 on 25 December 2009, ICAO used the AVSEC Point of Contact (PoC) Network to communicate information and recommendations to participating States, numbering 99 as of 31 May 2010. States were encouraged to conduct risk assessments and implement appropriate screening measures in light of the incident, and were reminded of the need for cooperation in all matters related to aviation security. This message was followed by an electronic bulletin on 6 January 2010 offering the same information for all ICAO Member States.

As a result of the 25 December incident, ICAO participated in a series of Ministerial-level regional aviation conferences held in Abu Dhabi, Abuja, Mexico City and Tokyo. The conferences paid special attention to key aviation security issues such as information collection and sharing, aviation security technology, international Standards and security assistance. Each conference issued a declaration on aviation security affirming the commitment to fight terrorism, with particular attention focused on countering threats to civil aviation.

A comprehensive aviation security strategy for the next two triennia was approved by the Council and will be presented to the 37th Session of the Assembly. The strategy for enhancing aviation security over the 2011-2016 period recognizes the need to proactively address potential threats to civil aviation, in part by strengthening international cooperation. Based on seven strategic focus areas, the ICAO Comprehensive Aviation Security Strategy (ICASS) emphasizes the need to provide States with effective assistance aimed at resolving security deficiencies. Under the new strategy, greater reliance is placed on capacity-building initiatives that address aviation security concerns on a sustainable basis.

The twenty-first meeting of the AVSEC Panel was held at ICAO Headquarters from 22 to 26 March 2010. The Panel considered the threat and risk environment in light of the attempted sabotage of 25 December 2009 and issued a number of recommendations. Provisions in Annex 17 — *Security* were updated and strengthened, and are expected to become applicable in 2011, following formal consultation with Member States and approval by the Council. Concluding that the threat from liquid explosives remains a concern, the AVSEC Panel recommended that a Secretariat Study Group develop guidance material on the implementation of screening technologies for detecting hazardous substances in liquids, aerosols and gels (LAGs). Deployment of such technologies would allow for the removal of the current restrictions on carry-on LAGs.

With respect to travel document security, the deadline for States to issue machine readable passports (MRPs) in conformity with ICAO specifications was 1 April 2010. More than 170 States met the deadline, and 12 more States are expected to issue ICAO-compliant MRPs by the end of 2010. Under the Machine Readable Travel Document (MRTD) Programme, ICAO continues to assist States in implementing MRPs or ePassport issuance systems, on request.

Since its establishment in March 2007, the number of participants in ICAO's Public Key Directory (PKD) has increased to 18 Member States. More States are expected to join as a result of the decision of the Organization for Security and Co-operation in Europe (OSCE) to call on participating States to consider becoming participants in the ICAO PKD. The OSCE workshop, held in Vienna from 27 to 28 May 2010, focused on the ICAO PKD to raise awareness, facilitate involvement, and encourage its use by participating States. The PKD Board is made up of fifteen members – Australia, Canada, China, France, Germany, India, Japan, Kazakhstan, New Zealand, Nigeria, Republic of Korea, Singapore, Switzerland, United Kingdom and United States.

The sixth meeting of the Facilitation Panel, held at ICAO Headquarters from 10 to 14 May 2010, recommended the introduction of a new Standard in Annex 9 — *Facilitation*, obliging all States to adhere to internationally recognized requirements for the transmission of advance passenger information (API) data. The Facilitation Panel also agreed on a new set of guidelines for the passenger name record (PNR) data exchange that will serve to help States implement their national PNR programmes. It also agreed to commence work, on an urgent basis, on the development of new guidelines for advanced data exchange programmes,

in coordination with the World Customs Organization (WCO) and the International Air Transport Association (IATA).

During the first six months of the year, 16 second-cycle aviation security audits were conducted under the Universal Security Audit Programme (USAP), bringing the number of aviation security audits completed since the second cycle was launched in January 2008 to a total of 71. In May, a USAP auditor training and certification course was held in the Asia and Pacific Region.

During its 189th Session, the Council approved a definition for the term “significant security concern (SSEC)”, as well as the associated mechanism to address such SSECs in a timely manner outside of the established timeline for the production of aviation security audit reports and corrective action plans. A consequential amendment to the model Memorandum of Understanding between ICAO and audited States was subsequently approved by the Council to reflect the new mechanism.

ICAO continues to conduct various training activities under its Implementation Support and Development (ISD)-Security Programme, including the development of Aviation Security Training Packages (ASTPs). During the first half of 2010, two training courses (*Basic* and *Instructors*) were reviewed and two more ASTPs (*Crisis Management* and *Exercise*) were updated and are now available in English; their translation into other ICAO languages is in progress. Oversight of the quality of training available from the network of Aviation Security Training Centres (ASTCs) also continues, with the evaluation of two centres completed in early 2010. While ASTC network training standards are satisfactory, processes for continual improvement are being introduced to ensure that quality is maintained. Member States continue to use the ASTC network to meet their security training needs. ICAO provided 20 courses and workshops in the first half of 2010.

Five States received direct assistance in order to further implement the Standards and Recommended Practices (SARPs) of Annex 9 — *Facilitation* and Annex 17 — *Security*.

In May, a North American, Central American, Caribbean and South American (NACC/SAM) Regional Seminar was conducted in Port of Spain. The objectives of this seminar were to promote sustainable development in aviation security and to encourage an exchange of views on developments in the region, including inter-regional cooperation among States. The outcome of this seminar was submitted to the participants of the NACC/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) meeting.

### Technical cooperation projects and activities

During the 1 January to 30 June 2010 period, there were 15 national and one regional active technical cooperation projects which assisted civil aviation administrations and international airports to improve their security systems. Major achievements over the period included:

- airport security assessments in one country in the Caribbean and South American (CAR/SAM) Region; and
- procurement of airport security systems for two countries in the CAR/SAM Region.

## STRATEGIC OBJECTIVE C: ENVIRONMENTAL PROTECTION

### Aviation and environmental protection

The eighth meeting of the Committee on Aviation Environmental Protection (CAEP/8) was held from 1 to 12 February. The meeting was attended by 184 participants nominated by 22 Member States and 13 international organizations.

The meeting dealt with various alternatives for reducing and limiting the environmental impact of aviation. Standards, policies and guidance material on measures to address aircraft noise and engine emissions were developed, including technological improvements; operating procedures; proper organization of air traffic; appropriate airport and land-use planning; and the use of market-based options.

CAEP/8 issued 19 recommendations, two of which dealt with amendments to Annex 16 — *Environmental Protection*, Volumes I and II. Of the remaining 17 recommendations, 13 dealt with the publication of ICAO documents or the publication of information on the ICAO public website, two dealt with acceptance of the technical work, and two dealt with the future work of the CAEP. The 13 documents and other information to be made available to States and the public include valuable studies and substantial guidance material in the field of aircraft noise and emissions.

The proposed amendments to Annex 16, Volume I were of a detailed technical nature aimed at updating and improving certification procedures. The proposed amendments to Annex 16, Volume II, included, among other technical updates, a new NO<sub>x</sub> Standard (CAEP/8 NO<sub>x</sub> Standard), which improves on the current CAEP/6 Standard by up to 15 per cent with an effective date of 31 December 2013 as well as a production cut-off date of 31 December 2012 for engines not meeting the current CAEP/6 NO<sub>x</sub> Standard.

CAEP/8 reviewed an updated assessment of the present and future impact of aircraft noise and aircraft engine emissions and the interrelationships among



aircraft noise, emissions that affect local air quality (LAQ), and emissions that affect the global climate. Scenarios were evaluated for a baseline year of 2006 and for the future years 2016, 2026 and 2036. The full-flight fuel burn analysis also considered the year 2050. The evaluations were based on an unconstrained forecast and did not consider the effects of alternative fuels. In absolute terms, the total global population exposed to aircraft noise, total global aircraft emissions that affect LAQ, and total global aircraft emissions that affect the global climate are expected to grow. Aviation's noise and emissions footprint is, however, predicted to grow at a rate slower than the demand for air travel and on a per-flight basis; efficiency is expected to improve throughout the period.

CAEP/8 agreed on a set of priorities for its work for the next three years. The most important of these activities are to establish an aircraft CO<sub>2</sub> emissions Standard, work towards certification requirements for a particulate matter Standard, and assess scenarios for increased stringency of the aircraft noise Standard.

The Council considered CAEP/8 proposed amendments to Annex 16 — *Environmental Protection*, Volumes I and II. A State letter on the proposed amendments was sent in June 2010 for comments by States and international organizations. If agreed, adoption of new Standards and Recommended Practices (SARPs) is expected by November 2011.

### **Environmental Colloquium**

ICAO held its third Environmental Colloquium from 11 to 14 May 2010 in Montréal. The objective of the Colloquium was to provide the most up-to-date information that will form the basis for discussions and high-level decisions at the upcoming 37th Session of the Assembly. A tutorial was arranged on the first day to familiarize the participants with vocabulary and concepts used in the description, measurement, regulation, and management of aviation greenhouse gas (GHG) emissions. The Colloquium addressed the latest developments on the assessment of aviation emissions and highlighted various solutions to address related environmental impacts. It also focused on related key developments emanating from the ICAO High-level Meeting on International Aviation and Climate Change, the ICAO Conference on Aviation and Alternative Fuels, the United Nations Framework Convention on Climate Change (UNFCCC) 15th Conference of Parties (COP/15) and CAEP/8. The Colloquium had wide regional participation from representatives of ICAO's Member States, international organizations, aviation industries and academic/research institutions.

### **Cooperation with other United Nations bodies**

A statement on ICAO's continuing work regarding aircraft engine emissions was submitted to the 32nd Session of the UNFCCC Subsidiary Body for Scientific and Technological Advice (SBSTA). An ICAO representative participated in the 10th

meeting of the UNFCCC Ad Hoc Working Group on Long-term Cooperative Action (AWG-LCA) held from 31 May to 9 June 2010.

ICAO participated in the work of the United Nations Environment Management Group (EMG) including attending its two meetings in February and May 2010.

#### **Technical cooperation projects and activities**

During the 1 January to 30 June 2010 period, there were 16 national and one regional active technical cooperation projects related to environmental protection. The major achievement over the period was:

- an International Seminar on Environmental Protection and Airport and Aeronautical Infrastructure with the participation of 17 countries from the Caribbean and South American (CAR/SAM) Region.

### **STRATEGIC OBJECTIVE D: EFFICIENCY**

#### **Aeronautical electromagnetic spectrum**

Preparations for the International Telecommunication Union (ITU) World Radiocommunication Conference 2012 (WRC-12) continued during 2010. This activity included: preparatory workshops for aviation frequency managers held at ICAO Regional Offices and in conjunction with regular meetings of the Aeronautical Communications Panel (ACP) Working Group F (Frequency); participation in essential WRC-12 preparatory work under way in the International Telecommunication Union (ITU) Radiocommunication Sector (ITU-R); and participation to the extent possible in WRC-12 preparatory meetings of regional telecommunications organizations. A number of issues vital to civil aviation will be addressed at WRC-12, including the protection of aeronautical radiocommunication and radio navigation systems essential for safe, efficient and cost-effective air transport. Other issues of particular interest include: satisfactory access to the spectrum for the aeronautical mobile satellite (route) service, regulatory measures to facilitate the introduction of new aeronautical mobile (route) service systems, and spectrum requirements for unmanned aerial systems.

ICAO was represented at the Asia-Pacific Telecommunity (APT) 3rd Conference Preparatory Group Meeting for the World Radiocommunication Conference 2012 (WRC-12) and at preparatory meetings of the European Conference of Postal and Telecommunications Administrations (CEPT) and the Inter-American Telecommunication Commission (CITEL) (the VoIP Migration Company).

**ICAO Air Services Negotiation Conference**

The third ICAO Air Services Negotiation Conference (ICAN/2010) was held in Montego Bay from 28 June to 2 July. It was hosted by the Government of Jamaica and the Jamaica Civil Aviation Authority, and was attended by 195 delegates from 39 States and territories from all regions and two regional organizations.

ICAN was designed to provide States with a central meeting place to conduct air services negotiations or consultations with their partners. ICAN/2010 was built on the success of the first and second events organized by ICAO in Dubai and Istanbul in 2008 and 2009, respectively. By enabling each participating State to hold multiple negotiations at the same location, the Conference greatly improved the efficiency of the negotiation process. Over the four days of ICAN/2010, more than 200 formal and informal bilateral meetings were held, leading to the conclusion of over 60 agreements/arrangements including “open skies” agreements. The Conference also provided a forum, through its seminar session, for participants to learn about related ICAO guidance and to exchange information and views on current trends and issues in liberalization. The delegates expressed strong support for ICAO to continue to hold such events.

For the first time, a pre-conference workshop on negotiation skills was organized in response to interest of ICAN participants for such training. It was attended by over 50 participants, many of whom considered it useful and helpful for their work.

**Workshops and training courses on ICAO’s policies on charges and economics of airports and air navigation services**

Two workshops were held in Dakar and Nairobi, in February and March 2010, respectively, in follow up to the ICAO/African Civil Aviation Commission (AFCAC) Regional Symposium for African States on the Economics of Airports and Air Navigation Services (Kampala, 17 to 19 August 2009). In addition, two courses were delivered, in March and June 2010, under the joint ICAO/Airports Council International (ACI) training on airport charges programme (an elective course of the ICAO/ACI Airport Management Professional Accreditation Programme (AMPAP)).

**State letter on funding of oversight functions**

A State letter was distributed on 2 March 2010 to survey States’ practices on funding of safety, security and economic oversight, at the national and regional levels.

**State letter on the implementation of the recommendations adopted by the Conference on the Economics of Airports and Air Navigation Services (CEANS – September 2008)**

A State letter was distributed on 30 May 2010 requesting feedback on the status of implementation by States of the recommendations adopted by CEANS.

**Technical cooperation projects and activities**

During the 1 January to 30 June 2010 period, there were 58 national and 12 regional active technical cooperation projects contributing to further improving the efficiency of air transport operations. Major achievements over the period included:

- review of the detailed design of an international airport of one country in the Africa-Indian Ocean (AFI) Region;
- development of a Request for Proposal (RFP) for the construction of an apron and connecting taxiways in one country in the AFI Region;
- an obstacle limitation surfaces (OLS) study for an international airport in the AFI Region;
- inspection and general overhaul of aircraft for use in search and rescue missions for one country in the Caribbean and South American (CAR/SAM) Region;
- purchasing and installation of 28 very small aperture terminal (VSAT) stations in one country in the CAR/SAM Region;
- initiation of the second phase for the implementation of eight radar systems in one country in the CAR/SAM Region;
- development of airport master plans for two new airports in one country in the CAR/SAM Region;
- development of a project document on “performance-based navigation systems” for implementation in the CAR/SAM Region;
- operation and management of the Middle East Regional Monitoring Agency (MID RMA) with the participation of ten countries; and
- development of Action Plans for the provision of aeronautical meteorological services and facilities for eight States in the Asia and Pacific (APAC) Region;

## STRATEGIC OBJECTIVE E: CONTINUITY

### Preparedness planning to mitigate the risk from pandemic disease

ICAO continued to develop the joint Air Navigation Bureau/Technical Co-operation Bureau (ANB/TCB) project titled Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA). A grant to commence the project in the Middle East was received from the United Nations Central Fund for Influenza Action, bringing the number of regions involved in the project to four (Asia/Pacific, Africa, the Americas and the Middle East). In addition, ICAO was represented at a number of preparedness planning and review meetings arranged by the World Health Organization (WHO) either at WHO headquarters or organized by WHO Regional Offices, in Burkina Faso, Ecuador and the Philippines.

### Technical cooperation projects and activities

During the 1 January to 30 June 2010 period, there were 43 national and 10 regional active technical cooperation projects supporting the continuity of aviation operations in the countries and regions concerned. Major achievements over the period included:

- assessment of a TRAINAIR Centre in the Africa-Indian Ocean (AFI) Region prior to joining the TRAINAIR Network;
- assistance to six States in the Caribbean and South American (CAR/SAM) Region in the strengthening and modernization of their civil aviation authorities, including transition from military to civilian control;
- adoption of the TRAINAIR methodology for the training centre of one country in the CAR/SAM Region;
- acquisition and installation of aircraft instruments, avionics and flight electronics for one country in the CAR/SAM Region;
- strengthening and modernization of the Civil Aviation Administrations of two countries in the Europe (EUR) and Middle East (MID) Regions;
- development of operator and performance-based navigation (PBN) manuals for two States in the Asia and Pacific (APAC) Region; and
- one seminar/workshop on the subject of Aviation Business Continuity Planning conducted for States in the APAC Region;

## **STRATEGIC OBJECTIVE F: RULE OF LAW**

### **Compensation for damage caused by aircraft to Third Parties arising from acts of unlawful interference or from general risks**

The Preparatory Commission on the Establishment of the International Fund held its first meeting in Pretoria from 25 to 27 January 2010 and its second meeting in London from 21 to 23 June 2010.

### **Acts or offences of concern to the international aviation community and not covered by existing air law instruments**

Further to the 34th Session of the Legal Committee, a diplomatic conference will be held in Beijing from 30 August to 10 September 2010, to amend The Hague Convention of 1970 against hijackings and the Montréal Convention of 1971 against other acts of unlawful interference. Moreover, the Secretariat Study Group on Unruly Passengers will be reactivated at the end of 2010 to consider the new issues relating to this subject.

### **International interests in mobile equipment (aircraft equipment)**

On behalf of the Council, in its capacity as the Supervisory Authority of the International Registry, the Secretariat continued monitoring the operation of the Registry to ensure that it functions efficiently in accordance with Article 17 of the Cape Town Convention of 2001. As a result of the Council's decision in October 2009, at its 188th Session, to reappoint the Registrar for a second five-year term commencing 1 March 2011, the Secretariat commenced work on the new contract during the first half of 2010.

### **Safety aspects of economic liberalization and Article 83 bis**

The Legal Affairs and External Relations Bureau (LEB) participated in an Advisory Group of National Authorities (AGNA) meeting at European Aviation Safety Agency (EASA) Headquarters in Cologne in June 2010.

### **Working Group on Governance (WGOG)**

In January, during the 189th Session of the Council, the Working Group on Governance (Policy) whose Secretariat functions are provided by LEB, presented two reports to the Council:

- Update of the *Repertory-Guide to the Convention on International Civil Aviation* (Doc 8900) (C-WP/13344; C-DEC 189/1): considering the strong interest re-expressed by WGOG for the Secretariat's project to build a new repertory of salient decisions by the Assembly, the Council

and the subordinate bodies relating to the provisions of the Convention, the Council expected a report from the Secretary General in due course identifying possible sources of funding.

- Categorization of the ICAO meetings (C-WP/13344; C-DEC 189/10): the Council requested that State letters be more precise with respect to the purpose and scope of the meetings, the applicable rules of procedure and directives, the level of accreditation and the expected output. The Council also requested that, to the extent possible, common names be used for the same categories of meetings.

### **Subgroup on Observers of the Working Group on Efficiency (WGOE)**

The Subgroup, supported by LEB, held meetings in January, March and April to discuss the status of observers on the Council from international organizations or other bodies. It reported to WGOE on three possible options for action, underlining the importance of fully applying the applicable rules of procedure of the Council.

### **Settlement of disputes**

The LEB assisted the President of the Council and the Secretary General in their efforts to encourage or facilitate negotiations between States in cases of emerging disputes.

### **Technical cooperation projects and activities**

During the 1 January to 30 June 2010 period, there were five national and seven regional active technical cooperation projects supporting activities linked to international air law. Major achievements over the period included:

- development of primary civil aviation legislation for the Central African Economic and Monetary Community (CEMAC) States;
- development of a set of national civil aviation regulations for one country in the Africa-Indian Ocean (AFI) Region;
- assessments of the civil aviation regulatory framework of one State in the Caribbean and South American (CAR/SAM) Region; and
- review of regulations and procedures for the Civil Aviation Administration (CAA) Directorates of one State in the Asia and Pacific (APAC) Region.

## SUPPORTING IMPLEMENTATION STRATEGIES

### Human resources

At the end of June 2010, there were 574 established posts within the Organization, of which 268 posts were in the Professional and higher categories and 306 were in the General Service category.

The overall representation of women in the Secretariat continued to steadily increase. At the senior level, the representation of women was maintained at 60 per cent for D-2 posts, and increased to 23 per cent for D-1 posts. Through a State letter (E 2/2.15-10/40), the support of Member States was sought in encouraging qualified women to apply for ICAO posts and in the appointment of women Representatives on the ICAO Assembly, Council, and other meetings or bodies of the Organization. As part of the Organization's outreach efforts, five qualified women were awarded the ICAO Women in Aviation International Training Scholarship and will complete their training over the 2010 summer period in the Air Navigation and Air Transport Bureaux.

During the first six months of 2010, with the assistance of the Human Resources Committee (HRC) and staff representatives, a comprehensive review of the ICAO Service Code was completed, the result of which is being presented to the Council in September 2010. The main areas in which changes are recommended are recruitment, contractual arrangements, ethics, staff development and administration of justice.

Through various ongoing management reform and technology improvements, overall savings through efficiency continued to be sought. Work continued on the development and implementation of the human resources module to support the management of data on positions and staff. The assessment and review mechanisms of the online Performance and Competency Enhancement (PACE) system were re-examined and areas for improvement were identified for implementation in 2011. Work was also initiated on the design and configuration of an online recruitment system.

## TECHNICAL COOPERATION PROGRAMME

As at 30 June 2010, the total Technical Cooperation Programme implemented by ICAO is estimated at USD 72.6 million. Under various Trust Fund arrangements, the Technical Co-operation Bureau is currently executing 126 projects in 133 countries, and seven projects were operationally completed during the 1 January to 30 June 2010 period. It is estimated that a total Programme of USD 187.0 million will be implemented in 2010.



**The Technical Cooperation Programme implementation by region  
(in millions of USD)**

Region	2009	As at 30 June 2010
Africa	13.2	3.9
Americas	78.0	51.6
Asia and Pacific	20.6	8.0
Europe and Middle East	17.5	9.1
<b>Total</b>	<b>129.3</b>	<b>72.6</b>

**Large-scale technical cooperation projects**

Large-scale technical cooperation projects and large-scale revisions to ongoing projects, which have been approved during the first semester of 2010, include:

- Argentina (Establishment of a New National Civil Aviation Administration);
- Ecuador (Strengthening of Civil Aviation);
- Gabon (Assistance in the Enhancement of the Safety Oversight Capabilities of the National Civil Aviation Agency (ANAC));
- Haiti (Post-2010 Haiti Earthquake Reconstruction, Modernization and Strengthening of the Port-au-Prince/Toussaint Louverture International Airport);
- Namibia (Assistance in the Enhancement of the Safety and Security Oversight Capabilities of the Directorate of Civil Aviation (DCA));
- Pakistan (Procurement of Instrument Landing Systems/Distance Measurement Equipment (ILS/DME), Doppler VHF Omnidirectional Radio Range/Distance Measurement Equipment (DVOR/DME), and Aircraft Rescue and Firefighting Vehicles);
- Panama (Strengthening of the Tocumen International Airport);
- Philippines (Instrument Landing Systems/Distance Measurement Equipment (ILS/DME));
- Saudi Arabia (General Authority of Civil Aviation);

- Somalia (Civil Aviation Caretaker Authority for Somalia/Provision of Air Navigation Services in the Mogadishu FIR);
- Uruguay (Institutional Strengthening of the National Directorate of Civil Aviation and Aeronautics Infrastructure (DINACIA));
- Central African Economic and Monetary Community (CEMAC) Member States (Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP-CEMAC)); and
- West African Economic and Monetary Union (UEMOA) Member States (Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP-UEMOA)).

### **Recruitment of experts**

The total number of international field experts and consultants recruited as at 30 June 2010 was 186, in addition to 1 084 national project personnel for a total of 1 409 serving officials, including 139 international field experts and consultants who were already in the field serving in ongoing projects.

### **Civil aviation training**

During the first six months of 2010, 149 fellowships were awarded for a total duration of 139.0 work/months, including 109 awards within the framework of a Memoranda of Understanding signed by ICAO with the Republic of Korea, Singapore and Thailand for the provision of training to be funded by these countries and administered by ICAO.

In addition, in-country training programmes, undertaken by instructors under technical cooperation projects, provided training to 1 245 civil aviation administration personnel, and 201 staff received training by suppliers through the procurement component of the technical cooperation projects.

### **Equipment and subcontracts**

A total of 225 purchase orders and subcontracts were issued; total field procurement expenditure amounted to USD 44.5 million.

### **The Administrative and Operational Services Cost (AOSC) Fund**

As at 30 June 2010, the estimated Administrative and Operational Services Cost (AOSC) Fund income amounted to USD 4.1 million and expenditures to USD 4.6 million, for an estimated shortfall of income over expenditure of USD 0.5 million.

**Impact of the Technical Cooperation Programme on the achievement of ICAO Strategic Objectives**

Technical cooperation projects usually contain several objectives and corresponding activities that can have an impact on the achievement of one or more ICAO Strategic Objectives. The apportionment of a project objective to specific ICAO Strategic Objectives is dependent on the nature of the project activities, thus total project resources are allocated accordingly for reporting purposes. Only major achievements are reported in this Supplementary Report.

**FINANCIAL STATEMENT**

The Council considered in detail the Secretary General's Budget Estimates for 2011, 2012 and 2013 and the Finance Committee's report thereon. The Council submitted, for the consideration of the Assembly, a draft Budget of the Organization for the triennium totalling CAD 273.1 million (A37-WP/43, AD/2) as follows:

2011: CAD 87 594 000  
2012: CAD 90 244 000  
2013: CAD 94 681 000

The Council approved the report on the Working Capital Fund contained in A37-WP/48, AD/5 which recommends maintaining the level of the Working Capital Fund at USD 6.0 million and provides for the Council to be granted authority to monitor the financial situation on a regular basis during the triennium and to approve an increase to a maximum of USD 8.0 million, if and when an urgent need arises.

The Secretary General prepared draft scales of assessment for 2011, 2012 and 2013 in accordance with Assembly Resolution A36-31. These draft scales are submitted to the Assembly in A37-WP/42, AD/1.

As at 30 June 2010, the voting power of 21 Contracting States had been suspended in accordance with Assembly Resolution A36-33. The outstanding contributions for these States, excluding 2010 assessments, totalled CAD 7.4 million.

The Secretary General informed high-level officials of these Contracting States of the amounts that would be necessary for them to pay, prior to the 37th Session of the Assembly, in order to permit restoration of their voting power. The possibility of concluding agreements with the Council to liquidate their arrears in annual instalments was also brought to the attention of those States with long-outstanding arrears who have not yet entered into such agreements.

The position with respect to States in arrears is described in A37-WP/62, EX/17, AD/16. The schedules will be brought up-to-date immediately prior to the opening of the Assembly.

Assessments for 2010 total CAD 77.0 million. Current year contributions received as of 30 June 2010 amounted to CAD 43.6 million or 56.6 per cent of the total amount due as at 1 January 2010.

The External Auditor (Cour des comptes of France) completed the audit of the Organization's accounts for 2009. The 2009 Financial Statements are submitted to the Assembly in A37-WP/55, AD/12 and Doc 9942.

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