

Chicago Convention, ICAO and Civil Aviation Administration

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Scheme of Discussion

- **Part I:** Chicago Convention and ICAO, Objectives of the ICAO, Structure and Functions of the ICAO, Mission of the ICAO, Current and Future Challenges of the ICAO, Legal Personality of the ICAO, Annexes & SARPs, Filing of differences and Strategic direction of SARPs
- **Part II:** Chicago Convention, Annexes and International Air Law
- Chicago has unique feature of having various technical annexes and which proved successful so far. Final Act of the Chicago Convention contains 12 Technical Annexes (Now 18+1)
- These Annexes did not requires signature. It covers different fields of aviation, being technical in nature.

Chicago Convention and ICAO

- Chicago Convention 1944 has two Basic Functions
 - ❖ I. The Chicago Convention is a Source of International Air Law (Articles 1-42)
 - ❖ II. The Chicago Convention is the Constitution of an International Organization -ICAO (Articles 43-96)
- The Chicago Conference laid the foundation for the post-war establishment of the International Civil Aviation Organization [ICAO].
- The Provisional International Civil Aviation Organization [PICAO] functioned from June 6, 1945, until April 4, 1947.
- ICAO began operations April 4, 1947, and that same year was included under the umbrella of the United Nations.

ICAO and Aviation Administration

- The Chicago Convention has also established principles, structures and procedures for the International Civil Aviation Organization (ICAO) have been covered in Part II from Articles 43 to 66 of the Convention.
- The ICAO has been responsible for establishing guidelines and standards for navigational aids, technical rules for landing areas, aircraft certification, licensing of pilots and other specialized personnel.
- It codifies the principles and techniques of international air navigation and fosters the planning and development of international air transport to ensure safe and orderly growth
- Its headquarters are located in the Montreal, Canada

The OBJECTIVES OF ICAO

- Art.44 Objectives-
- ensure a safe and orderly growth of international civil aviation throughout the world;
- Encourage the arts of aircraft design and operation for peaceful purposes;
- Encourage the development of airways, airports, and air navigation facilities for international civil aviation;
- Meet the needs of the peoples of the world for safe, regular, efficient and economical air transport;
- Prevent economic waste caused by unreasonable competition;
- Insure that the rights of contracting states are fully respected and that every contracting state has a fair opportunity to operate international airlines;
- Avoid discrimination between contracting states;
- Promote safety of flight in international air navigation;
- Promote generally the development of all aspects of international civil aeronautics.

ICAO's Strategic Objectives (SOs)

- ICAO's Strategic Objectives are directly attributable to the improvement of civil aviation altogether and form the foundation for all the work undertaken by the Organization. Admitting the clear need to manage and anticipate the expected doubling of global air transport capacity by the year 2030 without needless adverse impacts on, environmental performance, efficiency convenience or system safety, ICAO will endure to work within its five comprehensive Strategic Objectives, which were established in the year 2014:

ICAO's Strategic Objectives (SOs) contd..

- ***Safety***: Enhance global civil aviation safety. This Strategic Objective (SOs) is dedicated primarily on the State's regulatory oversight capabilities. Triennium is the key activity which outlines the Global Aviation Safety Plan (GASP)
- ***Air Navigation Capacity and Efficiency***: Increase the capacity and improve the efficiency of the global civil aviation system. Although organizationally and functionally interdependent with Safety, this Strategic Objective is attentive primarily on upgrading/ the air navigation and airport infrastructure and developing new measures to optimize aviation system performance. Triennium outlines the key activities for GASP
- ***Security and Facilitation***: Enhance global civil aviation security and facilitation. This Strategic Objective reproduces the need for ICAO's leadership in aviation facilitation, security and related border security matters. Upon direction from the Assembly ICAO shall advance a Global Aviation Security Plan (GASP) during this triennium.

ICAO's Strategic Objectives (SOs) contd..

- *Economic Development of Air Transport:* Foster the development of a sound and economically-viable civil aviation system. This Scheduled Objective reflects the need for ICAO's leadership in harmonizing the air transport agenda focused on economic policies; and supporting activities
- *Environmental Protection:* This Tactical Objective agree to take ICAO's headship in all aviation related environmental activities and is consistent with the UN and ICAO system environmental protection practices and policies.

ICAO Assembly

- Each Contracting State is entitled to one vote and decisions of the Assembly are taken by a majority of the votes cast except when otherwise provided in the Convention.
- At these sessions, the Complete work of the Organization in the technical, economic, legal and technical cooperation fields is reviewed in detail and guidance is given to the other bodies of ICAO for future work.
- The Assembly meets once in every three years.
- All contracting states shall have an equal rights and each contracting state has one vote in the Assembly.
- The assembly may amend the ICAO constitution by a two-thirds majority vote, and it has done so on several occasions. But amendments come into force for the states that ratify them only after they have been ratified by at least two-thirds of the ICAO member states as specified by the assembly.

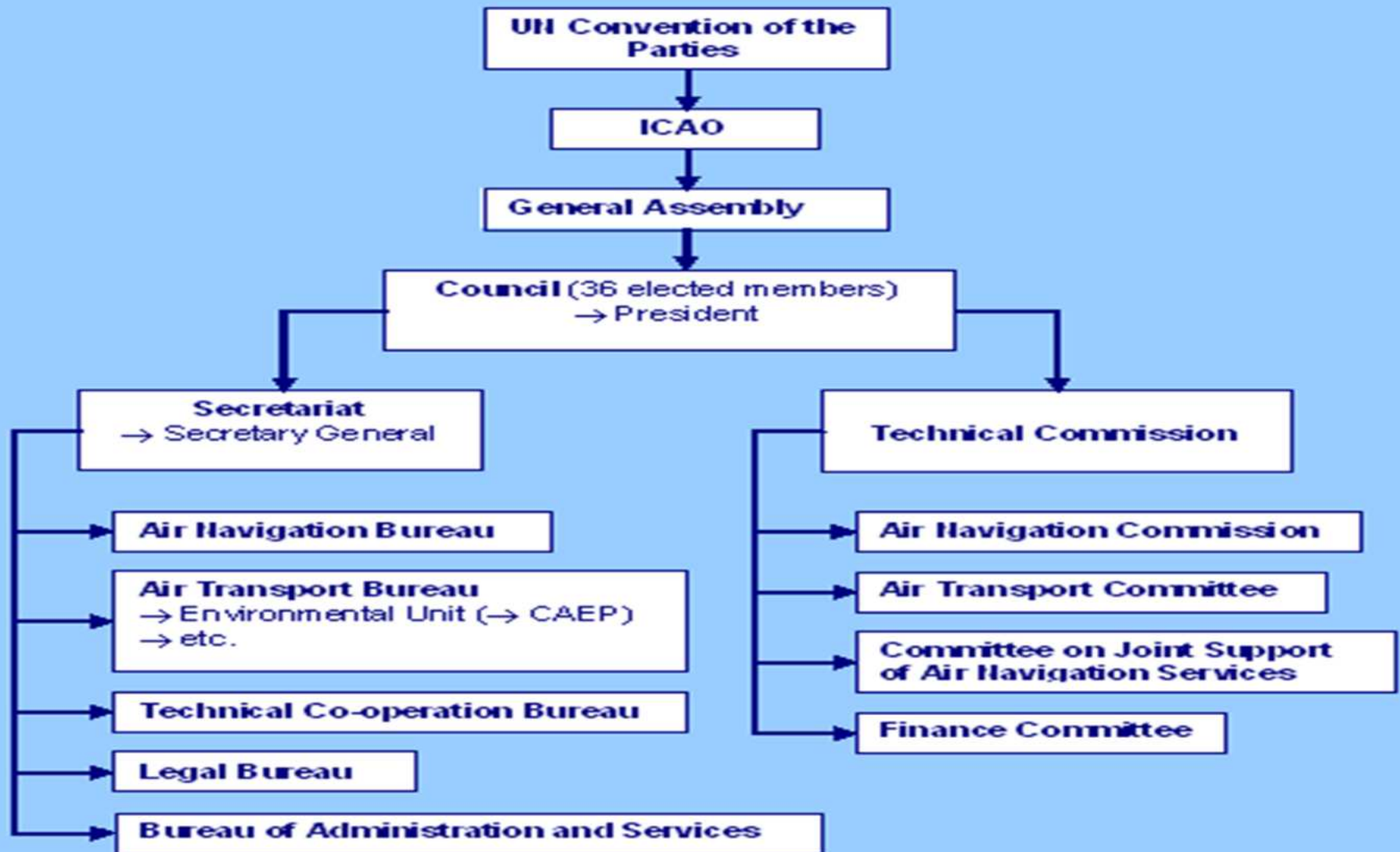
ICAO Council

- The Council is a permanent body responsible to the Assembly and is composed of 36 Contracting States elected by the Assembly for a three-year term.
- In the election, adequate representation is given to States of chief importance in air transport, States which make the largest contribution to the provision of facilities for civil air navigation and all the major geographic areas of the world are represented on the Council.
- The Council and its subsidiary bodies provide the continuing direction of the work of the Organization.
- One of the major duties of the Council is to adopt International Standards and Recommended Practices (SARPs) and to incorporate these as Annexes to the Convention on International Civil Aviation.
- The Council may act as an arbiter between Contracting States on matters concerning aviation and implementation of the Convention; it may investigate any situation which presents avoidable obstacles to the development of international air navigation and, in general, it may take whatever steps are necessary to maintain the safety and regularity of operation of international air transport.

ICAO Secretariat

- Headed by Sec. General and other staff to run the day to day functions.
- It also has various commissions and Burios including
- Air navigation commission
- legal bureau,
- Air transport bureau,
- Tech. cooperation bureau,
- Admin. Services bureau.
- It also has aviation security and facilitation services
- CAO headquarters are at 999 University Street, in the center of Montreal, occupying a 15-story tower with an adjoining complex offering complete conference facilities

ICAO's Structure



ICAO Air Navigation Commission

- The Commission is composed of 15 persons who have qualifications and experience in the science and practice of aeronautics.
- Its members are nominated by Contracting States and are appointed by the Council. They act in their personal expert capacity and not as representatives of their nominators.
- The Commission is assisted by small groups of experts, nominated by Contracting States and international organizations and approved by the Commission.
- ICAO also works in close collaboration with other specialized agencies of the United Nations, such as the International Maritime Organization, the International Telecommunication Union and the World Meteorological Organization.
- Other international organizations including the International Air Transport Association, the Airports Council International and the International Federation of Air Line Pilots' Associations participate at many ICAO meetings.

ICAO and Regional Offices

- Today, ICAO maintains seven Regional offices:
 - - Bangkok: Asia and Pacific (APAC) Office
 - - Cairo: Middle East (MID) Office
 - - Dakar: Western and Central African (WACAF) Office
 - - Lima: South American (SAM) Office
 - - Mexico: North American, Central American and Caribbean (NACC) Office
 - - Nairobi: Eastern and Southern African (ESAF) Office
 - - Paris: European and North Atlantic (EUR/NAT) Office

FINANCING OF THE ICAO

- The Chapter XII of the Chicago Convention, Articles 61-63, are devoted to the financing matters of the Organization. It determines that the Council submits to the Assembly annual budgets, annual statements of accounts and estimates of all receipts and expenditures.
- The Assembly votes the budgets with whatever modification it sees fit to prescribe, and apportions the expenses of the Organization among the contracting States on the basis which it determines from time to time determine. The Assembly may suspend the voting power in Assembly and in the Council of any contracting State that fails to discharge within a reasonable period its financial obligations to the Organization.
- Each contracting State bears the expenses of its own delegation to the Assembly and the remuneration, travel, and other expenses of any person whom it appoints to serve on the Council, and of its nominees or representatives on any subsidiary committees or commissions of the Organization.

MISSION OF THE ICAO

- The main mission of ICAO includes strengthening of safety and security, increasing of efficiency of international civil aviation, and promotion of principles enshrined in the Chicago Convention. The mission is further elaborated through eight strategic objectives:
- - Foster the implementation of ICAO Standards and Recommended Practices (SARPs) to the greatest extent possible worldwide.
- - Develop and adopt new or amended SARPS and associated documents in a timely manner to meet changing needs.
- - Strengthen the legal framework governing international civil aviation.
- - Ensure the currency, coordination and implementation of regional air navigation plans and provide the framework for the efficient implementation of new air navigation systems and services.
- - Respond on a timely basis to major challenges to the safe, secure and efficient development and operation of civil aviation.
- - Ensure that guidance and information on the economic regulation of international air transport is current and effective.
- - Assist in the mobilization of human, technical and financial resources for civil aviation facilities and services.
- - Ensure the greatest possible efficiency and effectiveness in the operations of the Organization, inter alia to meet the above objectives.

ICAO and Aviation Administration

- ICAO manage the administration and governance of the Convention on International Civil Aviation (Chicago Convention).
- ICAO works with the Convention's 193 Member States and industry groups to reach consensus on SARPs and policies in support of a safe, efficient, secure, economically sustainable and environmentally responsible civil aviation sector.
- These SARPs and policies are used by ICAO Member States to ensure that their local civil aviation operations and regulations conform to global norms, which in turn permits more than 100,000 daily flights in aviation's global network to operate safely and reliably in every region of the world.
- ICAO also coordinates assistance and capacity building for States in support of numerous aviation development objectives; produces global plans to coordinate multilateral strategic progress for safety and air navigation; monitors and reports on numerous air transport sector performance metrics; and audits States' civil aviation oversight capabilities in the areas of safety and security.

ICAO and Standardization

- Standardization: One of ICAO's chief activities is standardization, the establishment of International Standards, Recommended Practices and Procedures covering the technical fields of aviation:
- licensing of personnel, rules of the air, aeronautical meteorology, aeronautical charts, units of measurement, operation of aircraft, nationality and registration marks, airworthiness, aeronautical telecommunications, air traffic services, search and rescue, aircraft accident investigation, aerodromes, aeronautical information services, aircraft noise and engine missions, security and the safe transport of dangerous goods.
- After a Standard is adopted it is put into effect by each ICAO Contracting State in its own territories.

ICAO's CNS and ATM Work

- CNS/ATM: Among ICAO's more recent significant achievements has been the development of a satellite-based system concept to meet the future communications, navigation, surveillance/air traffic management (CNS/ATM) needs of civil aviation.
- CNS/ATM, formerly known as the future air navigation systems (FANS) concept, is essentially the application of today's high technologies in satellites and computers, data links and advanced flight deck avionics, to cope with tomorrow's growing operational needs.
- It will make obsolete much of today's expensive ground-based equipment, which uses line-of-sight technology and has inherent limitations.
- It will also produce economies, efficiencies and greater safety.
- Thomas Burgenthal, Law Making in the International Civil Aviation Organization,

ICAO and Regional Planning

- Regional planning: Not all aviation problems can be dealt with on a world-wide scale and many subjects are considered on a regional basis.
- ICAO, therefore, recognizes nine geographical regions which must be treated individually for planning the provision of air navigation facilities and services required on the ground by aircraft flying in these regions.
- In each of the regions, keeping in mind the objective of producing a seamless global air traffic management system, careful planning is necessary to produce the network of air navigation facilities and services upon which the aeroplanes depend the aerodromes, the meteorological and communications stations, the navigation aids, the air traffic control units, the search and rescue bases the thousands of facilities to be established and operated and the services to be rendered.
- Ministry of Civil Aviation (South Africa), Report of National Aviation Safety Committee, 1998, p.21.

ICAO and Facilitation

- Facilitation: The obstacles placed by customs, immigration, public health and other formalities on the free and unimpeded passage of passengers and cargo across international boundaries have been a particularly serious impediment to air travel.
- For the past two decades ICAO has tried to persuade its Contracting States to reduce red tape, and International Standards on facilitation have been adopted to place an upper limit on what States may demand.
- In addition to reducing procedural formalities, ICAO's efforts are also aimed at providing adequate airport terminal buildings for passengers and their baggage as well as for air cargo, with all related facilities and services.

ICAO and Economics

- Economics: The Convention on International Civil Aviation requires that international air transport services be established on the basis of equality of opportunity and operated soundly and economically.
- ICAO's basic objective is the development of safe, regular, efficient and economical air transport.
- To assist States in planning their air transport services, ICAO collects and publishes comprehensive world aviation statistical data, and undertakes extensive economic studies in line with Resolutions of the ICAO Assembly and Recommendations of worldwide conferences.
- ICAO also produces manuals for the guidance of States in such areas as statistics, air traffic forecasting, airport and air navigation facility tariffs, the economic regulation of air transport and the establishment of air fares and rates

Technical Co-Operation for Development

- ICAO provides assistance to States in order to improve their aviation security facilities and procedures.
- ICAO Assistance the organizations of government civil aviation departments and on the location and operation of facilities and services, and particularly in the recruitment and administration of experts, fellowships training and procurement of equipment.
- Many large civil aviation training centres have been created or assisted by ICAO www.icao.int/facilitation_2.htm
- National training centres have also been established by ICAO technical co-operation missions, and nationals of many countries have received ICAO fellowships for study abroad.
- ICAO technical co-operation missions consisting of one or more technical experts have gone to nearly one hundred States all over the world. Over 100,000 students have attended training schools registered with ICAO.

ICAO and Legal Functions

- Law: Within the more than one hundred and eighty Contracting States of ICAO there are many legal philosophies and many different systems of jurisprudence.
- There is need, therefore, for a unifying influence, in certain areas, for the development of a code of international air law.
- It is a function of ICAO to facilitate the adoption of international air law instruments and to promote their general acceptance.
- So far international air law instruments have been adopted under the Organization's auspices involving such varied subjects as the international recognition of property rights in aircraft, damage done by aircraft to third parties on the surface, the liability of the air carrier to its passengers, crimes committed on board aircraft, the marking of plastic explosives for detection and unlawful interference with civil aviation.

ICAO and Legal Functions

- **Legal Capacity of the Organization:** The Organization shall enjoy in the territory of each contracting State such legal capacity as may be necessary for the performance of its functions.
- Full juridical personality shall be granted wherever compatible with the constitution and laws of the State concerned.
- Legal Committee: ICAO legal committee is entrusted with the functions of studying and preparing the draft conventions which it then submits to the Assembly in plenary session for approval. In the next stage the convention has to be approved by a Diplomatic Conference.
- Since 1947, the Legal Committee has considered questions of both private and public international air law. Its constitution has been amended slightly since 1947, and its annual sessions rarely coincide with the meetings of the ICAO Assembly.
- The Legal Committee, along with the Air Navigation Commission and the Air Transport Committee became the central permanent committees of ICAO

CURRENT AND FUTURE CHALLENGES

- There is a great need for ICAO to adapt within the framework of the Convention to rapidly changing circumstances including:
 - - Globalization and trans-nationalization of markets and operations.
 - - Terrorism and use of aircrafts as weapons.
 - - Emergence of regional and sub-regional trading and regulatory blocks.
 - - Commercialization of government service providers.
 - - Diversification of fiscal measures to respond to budgetary needs.
 - - Potential evasion of safety regulation (along with labour, competition and other regulation) as a consequence of blurring of sectoral boundaries and responsibilities of related authorities.
 - - Recognition of and response to environmental concerns.
 - - Emergence of new technologies.
 - - Approach of physical limits to infrastructure capacity.

ICAO and Legal Personality

- The Organization is given a corporate legal personality including the capacity to contract; acquire and dispose of immovable and movable property; and to institute legal proceedings.
- At the same time, the Organization, its property and its assets were given the same immunity from suit and every form of judicial process as is enjoyed by foreign states.
- The Headquarters premises of the Organization shall be inviolable with the Government of Canada giving it the same protection as is given to diplomatic mission in Canada. The Organization is exempt from taxes and duties, as well as from prohibition or restriction on import, export or sale of its publications
- The property and assets of the Organization, wherever located and by whomsoever held, are immune from search, requisition, confiscation, expropriation and any other form of interference, whether by executive, administrative, judicial, or legislative action, except with the consent of and under the conditions agreed to by the Secretary General of the Organization.

Part II: Chicago Convention & Annexes

- Chicago has unique feature of having various technical annexes and which proved successful so far.
- Final Act of the Chicago Convention contains 12 Technical Annexes (Now 18+1)
- These Annexes did not requires signature. It covers different fields of aviation, being technical in nature.

CHAPTER-VI: Adoption and Implementation of Annexes

- Articles 37-42 deal with Adoption and implementation of International Standards and Recommended Practices (SARPs) in international civil aviation.
- The adoption and departures of international standards, procedures, endorsement of certificates and licenses and their validity, recognition of airworthiness etc. are covered in this chapter.
- Article 37: Adoption of international Standards and procedures.
- Article 38: Departures from international standards and Procedures.
- Article 39: Endorsement of Certificates and Licenses.
- Article 40: Validity of endorsed certificates and licenses.
- Article 41: Recognition of existing standards of airworthiness.
- Article 42: Recognition of existing standards of competency of personnel.

Article 54 and 90 of Chicago Convention

- ❖ The annexes are adopted by the Council of ICAO as prescribed by the Convention.
- ❖ Article 54 (1) of which prescribes, as one of the mandatory functions of the Council that the Council shall adopt international standards and recommended practices, for convenience, designate them as Annexes to the Convention and notify ICAO member States of all action taken.
- ❖ Chapter XX of Article 90 Adoption & amendment of Annexes
- ❖ Adoption of the Annexes by council will be by vote of 2/3 of the council – Art 54 (1)
- ❖ Council shall immediately notify all contracting states of coming force of any Annexes or amendment thereto.

ICAO's standards and Recommended Practices (SARPs)

- ICAO's standards are binding by member States.
- “A Standard is defined as any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38 of the Convention.”
- Recommended practices are viewed as merely desirable; member States need not notify the Council of their intent to comply, although they are so encouraged.
- “A Recommended Practice is any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as desirable in interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavor [sic] to conform in accordance with the Convention. States are invited to inform the Council of non non-compliance. compliance.”

The Process of Adopting SARPS

- Proposed technical SARPS are reviewed first by the Air Navigation Commission.
- Proposed SARPS are “vetted ” to States for comment and consultation.
- The Council approves new SARPS by a two two-thirds majority.
- They circulated to member States four months before the Effective Date.
- A majority of States can veto the SARPS by registering their disapproval (but this has never happened).
- States also may “opt out ” by registering their differences.
- After the Effective Date, the Secretariat issues the SARPS.
- States are expected to comply except to the extent they have registered differences.

Annexes 1 to 19

- The aim of most of the annexes is to promote progress in flight safety, particularly by guaranteeing satisfactory minimum standards of training and safety procedures and by ensuring uniform international practices.
- Annex 1: Personnel Licensing, Annex 2: Rules of the Air, Annex 3: Meteorology, Annex 4: Aeronautical Charts, Annex 5: Units of Measurement to Be Used in Air Air-Ground Communications, Annex 6: Operation of Aircraft, International Commercial Air Transport, Annex 7: Aircraft Nationality and Registration Marks, Annex 8: Airworthiness of Aircraft, Annex 9: Facilitation of International Air Transport, Annex 10: Aeronautical Telecommunication, Annex 11: Air Traffic Services, Annex 12: Search and Rescue, Annex 13: Aircraft Accident Inquiry, Annex 14: Aerodromes, Annex 15: Aeronautical Information Services, Annex 16: Environmental Protection, Annex 17: Security - Safeguarding Int. Civil Aviation Against Acts of Unlawful Interference, Annex 18: Safe Transport of Dangerous Goods by Air and Annex 19: Safety Management Systems

Annexe-1

- Personnel Licensing—licensing of flight crews, air traffic controllers, and aircraft maintenance personnel
- Standards and Recommended Practices for the licensing of flight crew members (pilots, flight engineers and flight navigators), air traffic controllers, aeronautical station operators, maintenance technicians and flight dispatchers, training manuals also provide guidance for the training

Annexe-2 and 3

- Rules of the Air—rules relating to the conduct of visual and instrument flights
- remain clear of clouds by a distance of at least 1 500 m horizontally and at least 300 m (1 000 ft) vertically and to maintain a forward visibility of at least 8 km
- An aircraft cannot be flown under VFR at night or above 6 100 m (20 000 ft) except by special permission
- **Annexe-3**
- **Meteorological Services—provision of meteorological services for international air navigation and reporting of meteorological observations from aircraft**

Annexe-4

- Aeronautical Charts—specifications for aeronautical charts for use in international aviation
- Pilots need to be informed about meteorological conditions along the routes to be flown and at their destination aerodromes.
- 21 types, each intended to serve specialized purposes
- The Enroute Chart, the Plotting Chart, the Plotting Chart, Standard Departure Chart, The Instrument Approach Chart, The Aerodrome/Heliport Chart, Aerodrome Obstacle Chart.

Annexe-5

- Units of Measurement—dimensional systems to be used in air-ground communications.
- also introduced the International System of Units, known as SI from the "Système International d'Unités"
- a new definition of the metre, and references to temporary non-SI units were deleted.

Annexe-6

- Operation of Aircraft. Part I: International Commercial Air Transport; Part II: International General Aviation; Part III: International Operations—Helicopters. These specifications will ensure in similar operations throughout the world a level of safety above a prescribed minimum

Annexe-7

- Aircraft Nationality and Registration Marks—requirements for registration and identification of aircraft
- How are aircraft classified and identified, and how can you tell aircraft nationality?
- deals with aircraft nationality and registration marks, and, in a separate table, classifies aircraft by how they maintain sustained flight in the air.

Annexe-8

- Airworthiness of Aircraft
- aircraft must be designed, constructed and operated in compliance with the appropriate airworthiness requirements of the State of Registry of the aircraft.
- a Certificate of Airworthiness declaring that the aircraft is fit to fly.

Annexe-9

- Facilitation—simplification of customs, immigration, and health inspection regulations at international airports.
- Article 22 obliges each Contracting State to adopt all practicable measures to facilitate and expedite navigation
- Article 23 establish customs and immigration procedures
- Likewise Arts 10,13, 29 will be complied by all states

Annexe-10

1. Aeronautical Telecommunications—standardization of communications equipment and systems and of communications procedures.
 - Annex 10 is divided into five volumes:
 - Volume I — Radio Navigation Aids
 - Volume II — Communications Procedures including those with PANS status
 - Volume III — Communication Systems
 - Part 1 — Digital Data Communication Systems
 - Part 2 — Voice Communication Systems
 - Volume IV — Surveillance Radar and Collision Avoidance Systems
 - Volume V — Aeronautical Radio Frequency Spectrum Utilization

Annexe-11

- ❑ Air Traffic Services—establishment and operation of air traffic control, flight information, and alerting services.
- ❑ The world's airspace is divided into a series of contiguous flight information regions (FIRs) within which air traffic services are provided
- ❑ All aircraft fly either instrument flight rules (IFR) or visual flight rules (VFR).
- ❑ specifications for operational flight information service (OFIS) broadcasts, including automated terminal information service (ATIS) broadcasts

Annexe-12

- Search and Rescue—organization and operation of facilities and services necessary for search and rescue
- 1-Uncertainty Phase
- 2- Rescue Coordination Centre (RCC)
- 3- SAR units

Annexe-13

- Aircraft Accident Investigation—uniformity in the notification, investigation, and reporting of aircraft accidents.
- consists of 8 chapters, an appendix and 4 attachments.
- protection of evidence , promptly notified of the occurrence, investigation process, final report of an investigation, Preliminary and Accident/Incident Data Reports, accident prevention measures

Annexe-14

Aerodromes—specifications for the design and equipment of aerodromes.

- I- Deals the planning of airports, aerodrome design and operations
- II- Deals heliport design

Annexe-15

- Aeronautical Information Services—methods for the collection and dissemination of aeronautical information required for flight operations
- to ensure the flow of information necessary for the safety, regularity and efficiency of international air navigation

Annexe-16

- Environmental Protection. Vol. I: Aircraft Noise—specifications for aircraft noise certification, noise monitoring, and noise exposure units for land-use planning; Vol. II: Aircraft Engine Emissions—standards relating to vented fuel and emissions certification requirements.

Annexe-17

- ❑ detailed guidance material contained in the Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference
- ❑ Security—specifications for safeguarding international civil aviation against acts of unlawful interference.

Annexe-18

1. Safe Transport of Dangerous Goods by Air—specifications for the labeling, packing, and shipping of dangerous cargo.
2. 9 hazard classes
 - explosives of all kinds, compressed or liquefied gases, flammable liquids, flammable solids, spontaneously combustible materials, oxidizing material, Radioactive materials, dangerous to human tissue, miscellaneous category etc.

Annex 19

- Safety Management Systems
- Importance of Safety
- Safety and ICAO Objectives
- ICAO work on global Air Safety Management systems
- Air Safety managements and Recent Developments

Annex 19 – Safety Management

- CHAPTER 1 – Definitions
- CHAPTER 2 – Applicability
- CHAPTER 3 – State safety management responsibilities
- CHAPTER 4 – Safety management system (SMS)
- CHAPTER 5 – Safety data collection, analysis & exchange
- APPENDIX 1 – State safety oversight system
- APPENDIX 2 – SMS Framework
- ATTACHMENT A – SSP Framework
- ATTACHMENT B – Legal guidance for the protection of information from safety data collection and processing systems

Duties of States

- Under Article 12 of the Chicago Convention, it is the responsibility of every member State to keep its own regulations uniform “to the greatest possible extent” with the Standards and Recommended Practices promulgated by ICAO.
- Under Article 37, States are obliged to “collaborate in securing the highest practicable degree of uniformity ” in their domestic law, regulations and procedures with SARPs.
- But if they find it “impracticable to comply ”, under Article 38, they are to notify ICAO of differences between their own practices and those established by the SARPs

PANS & SUPPS

- ICAO also issues Procedures for Air Navigation Services [PANS] and Regional Supplementary Procedures [SUPPS]. Still another form of rule-making that has been employed by the Council is the Technical instructions which provide detailed explanations of how Annexes are to be implemented.
- “Procedures for Air Navigation Services (or PANS) comprise operating practices and material too detailed for Standards or Recommended Practices - they often amplify the basic principles in the corresponding Standards and Recommended Practices. To qualify for PANS status, the material should be suitable for application on a worldwide basis. The Council invites Contracting States to publish any differences in their Aeronautical Information Publications when knowledge of the differences is important to the safety of air navigation.”
- Regional Supplementary Procedures (or SUPPs) have application in the respective ICAO regions. Although the material in Regional Supplementary Procedures is similar to that in the Procedures for Air Navigation Services, on SUPPs do not have the worldwide applicability of PANS.

EMERGING AVIATION ISSUES

- The ever changing nature of civil aviation necessitates that ICAO be prepared for any and all changes that may occur. As such, the Organization must be cognizant of emerging issues and have contingencies in place. Some of the developing issues in global civil aviation are as follows:
- ***Global Tracking***: It is head by ICAO in assistance with the industry on the new aircraft tracking standards and the timely reaction to abnormal flight behavior in multidisciplinary and an integrated manner.
- ***Conflict Zones***: A risk mitigation, including an online repository hosted by ICAO, which will serve as a single public source for up-to-date risk assessments from States and international organizations; coordination of terminology used for review of current necessities and message formats; risk assessments and Industry-led initiatives to share operational information and be more clear with passengers on conflict zone risk methodologies being practical.

EMERGING AVIATION ISSUES contd..

- *Global Air Traffic Management (ATM) systems , solutions , new technologies System:* Timely evaluation and adoption of technologies, including global navigation satellite systems (GNSS), to increase capacity and efficiency of the worldwide ATM system so that future and current demand can be met.
- *Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA):* Enhancement of the CAPSCA program to assist States in preparing for and responding promptly to any new public health emergency.
- *Safety Management:* Continued adoption of proactive safety management approaches in States.
- *Cyber Security:* Provisions on the protection of critical information systems used to ensure safety and security of international civil aircraft operation.
- *Cargo Security:* Progress of a regulatory framework to safe cargo and mail while at the same time enabling the movement of goods.

EMERGING AVIATION ISSUES contd..

- ***Competition in Liberalized Markets:*** Creation of a better operating environment, taking into account divergent views and the reality faced by the industry and regulators in terms of the geographic location, development stages and competitive strength as well as legal systems.
- ***Big Data:*** Leveraging a large amount of data to achieve and monitor sustainable development (UN Data Revolution), for example, analysis of automatic dependent surveillance – broadcast (ADS-B) enabling wide-ranging, more robust analyses.
- ***Aviation System Financing:*** Provision of solutions to economic challenges of aviation infrastructure modernization, which requires a large number of investments, as well as search and rescue (SAR) operations involving significant costs.

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THANK YOU