

ICAO

# JOURNAL

NEWS AND DEVELOPMENTS FROM THE INTERNATIONAL CIVIL AVIATION ORGANIZATION - VOL.69 - NO.1

## INTEGRATED MET

A look at the challenges and opportunities of meteorological service provision in the future SWIM environment, on the eve of ICAO's 2014 MET Divisional Meeting

### ALSO IN THIS ISSUE:

COUNCIL PRESIDENT INTERVIEWS

LOSS OF CONTROL IN-FLIGHT:  
EVENT PREVIEW

NEW IN-TRAIL PROCEDURE

ICAO-ECAC JOINT AVSEC SEMINAR

GDANSK SYMPOSIUM REVIEW

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## Contents

3

**Message from the ICAO Council President and Kotaite Tribute**

6

**Event Preview and Cover Feature: MET Information Evolution**

A review of today's key aeronautical meteorological service provision challenges on the eve of ICAO's 2014 Meteorological Divisional Meeting.

12

**Game Changing In-Trail Procedure**

A new In-Trail Procedure (ITP) using GPS and ADS-B will provide significant fuel emissions reductions and commensurate savings for airlines.

13

**Event Preview: Loss of Control In-Flight Symposium**

While rare events, Loss of Control In-flight (LOCI) accidents nonetheless result in more fatalities than any other aircraft accident type. An upcoming ICAO Symposium will be delving into the causes and potential solutions to one of aviation's deadliest safety threats.

18

**The View from the Top**

Newly-elected ICAO Council President, Dr. Olumuyiwa Benard Aliu of Nigeria, and former ICAO Council President, Roberto Kobeh González of Mexico, reflect on the state of global aviation and the priorities to be focused on as States continue to cooperate through ICAO on needed solutions.

23

**Event Review: ICAO-ECAC AVSEC Seminar**

Eighty-five States came together with regional and international organizations at a special ICAO-ECAC event earlier this year to review latest developments on capacity-building challenges, air cargo security advances and risk-based approaches and innovation.

26

**Book Review: Assad Kotaite - My Memoirs**

Subtitled *50 Years of International Diplomacy and Conciliation in Aviation*, Dr. Assad Kotaite's *My Memoirs* provides unique insights into the challenges and approaches of the late President Emeritus of the ICAO Council.

28

**Event Review: Gdansk Air and Space Law Conference**

Reviewing the innovative air and space law topics under discussion at this well-attended November 2013 event held in Gdansk, Poland.

30

**Event Review: ICAN 2013**

A first for the African continent, ICAN2013 took place in Durban, South Africa in December 2013 and attracted a record 73 States and six international organizations.

33

**Event Preview: Global Aviation Cooperation Symposium (GACS)**

Focused around the theme of *Building Cooperation for the Future of Civil Aviation: Innovations, Growth, and Technical Cooperation*, ICAO's first-ever GACS will provide a central platform for discussions of key issues and associated Technical Cooperation approaches supporting a safe and efficient future for global air transport.

35

**ICAO News in Brief**





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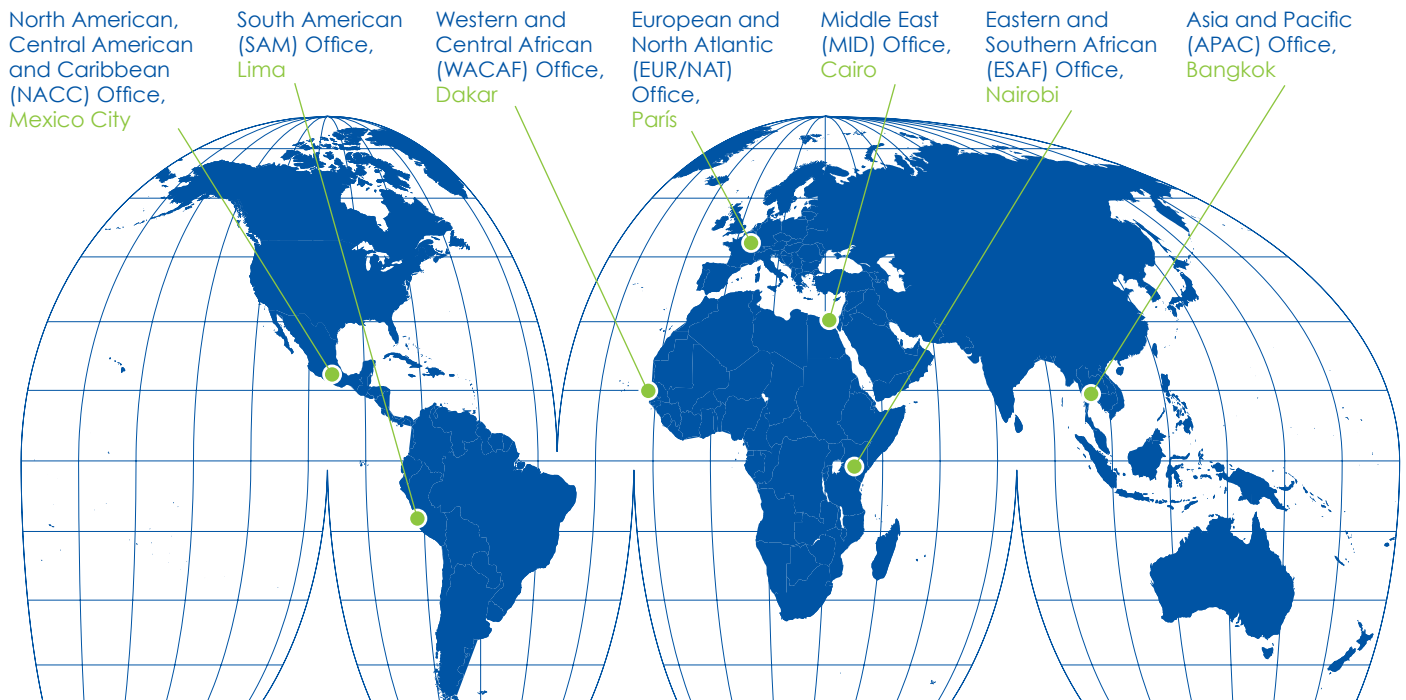
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mainly by optimizing existing technologies and procedures, strengthening partnerships between States and manufacturers, and driving increased innovation in AVSEC-FAL technology.

To take advantage of this invaluable 2014 AVSEC networking and learning opportunity, please visit the ICAO Meetings and Events website at: [www.icao.int/meetings](http://www.icao.int/meetings)



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# THE PASSING OF A LEGEND

✈ It is with mixed emotions that I contribute this first message to the ICAO Journal readership in my new capacity as the Council President of ICAO. On the one hand I am pleased that this space provides me with an opportunity over the longer-term to provide some personal as well as official perspectives on the many challenges and priorities now before our sector, but on the other hand this first message has also sadly coincided with the recent passing of one of ICAO's most prominent dignitaries, our Council President Emeritus Dr. Assad Kotaite.

For those of you who may not yet be aware, Dr. Kotaite died peacefully here in Montréal on 27 February of this year, at the age of 89. In light of these circumstances, I have decided to use much of the space available to me in this column to present to you the personal remarks I made to the ICAO Council on the day when we learned of Dr. Kotaite's passing, and also to commemorate him with the tribute that appears on the following page.

I would encourage our Journal readers to take note of this memorial and of Dr. Kotaite's significant accomplishments. There is also a review of his recent Memoir that appears later in this issue, a book I would recommend to anyone with an interest in the history of aviation and diplomacy. Also in this issue you will find a special feature on aviation meteorological (MET) developments which is of particular note in advance of ICAO's once-a-decade MET Divisional Meeting this July, and many other stories providing updates on recent ICAO developments and initiatives.

And while I may not have been able to discuss fully my priorities for our sector with you in the context of this column and this issue's feature stories on this occasion, many of my fundamental objectives may be found by readers in the Council President messages on the ICAO website.

**Dr. Olumuyiwa Benard Aliu**  
ICAO Council President

Ladies and gentlemen,

It is with sadness that we learned early this morning of the passing away of Dr. Assad Kotaite, President Emeritus of the Council.

Dr. Kotaite was Secretary General of ICAO from 1 August 1970 until 1 August 1976 when he became President of the Council of ICAO. He retired on 31 July 2006, having served for 53 years the international civil aviation community, the last 30 of which were as President of the Council.

Dr. Kotaite's prestigious career with ICAO began in 1953 when he was appointed to the Organization's Legal Committee, a post he held until 1970. During that period, he also represented his country of Lebanon on the Council of ICAO and at all sessions of the ICAO Assembly.

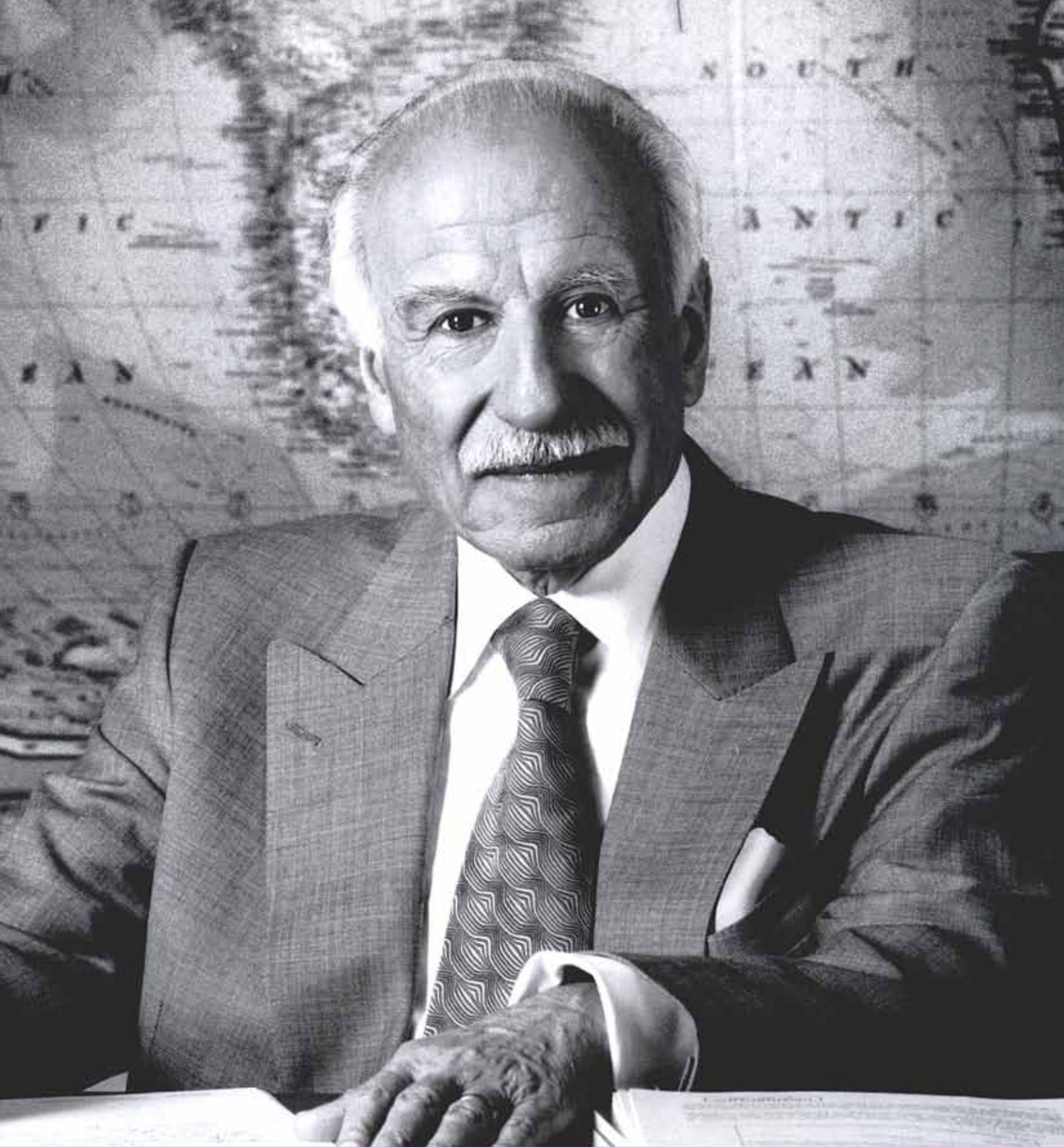
Throughout his career, Dr. Kotaite provided unfailing leadership in promoting optimum cooperation between ICAO Member States and members of the world aviation community. Most noteworthy on the diplomatic front was his success in maintaining open the airspace in many strategic parts of the world.

Aviation safety has always been Dr. Kotaite's *cheval de bataille* at ICAO. He spearheaded the creation of the ICAO Universal Safety Oversight Audit Programme and the Global Aviation Safety Plan. This has led to a widening of ICAO's influence and the use of more internationally-agreed safety standards.

Dr. Kotaite's immense contribution to the orderly evolution of global air transport earned him worldwide respect and admiration. He was decorated by many States and received a number of honorary university degrees. Shortly after his retirement, Dr. Kotaite became the first-ever President Emeritus of the ICAO Council, an honorary designation bestowed upon him by the Council.

Most recently, in 2013, he was awarded the 40<sup>th</sup> Edward Warner Award, the highest honour in the world of civil aviation, in recognition of his eminent contribution to the development of international civil aviation, most notably in the field of diplomacy and conciliation. He was one of the most respected international leaders of our time. ■






Dr. Assad Kotaite  
ICAO Council President  
Emeritus

1924 – 2014





# DRIVING COLLABORATIVE MET PROGRESS ON DIGITAL METEOROLOGICAL INFORMATION PROVISION

 Aeronautical meteorological (MET) information is pivotal to the safe and efficient conduct of civil aviation. Improving the accuracy and quality of meteorological information in an increasingly globalized and capacity-constrained aviation operating environment has become a prime objective.

In this special preview to the 2014 Meteorological Divisional Meeting this July at ICAO HQ, Greg Brock, Chief of the ICAO Meteorology Section, highlights today's key aeronautical meteorological service provision challenges and outlines how ICAO is working with States and international organizations to turn these challenges into opportunities in anticipation of full system-wide information management (SWIM).

Meteorology Divisional Meetings are typically held once every eight or twelve years, serving as ideal opportunities to bring ICAO States and World Meteorological Organization (WMO) Members together in a formal setting to set out key recommendations on the enhancement of aeronautical meteorological service provision over subsequent years. In keeping with an existing working arrangement between the two organizations, ICAO's July 2014 MET Divisional will in part be held conjointly with the Fifteenth Session of the WMO's Commission for Aeronautical Meteorology.



Recognizing, in particular, the strategic direction provided by the 2013 fourth edition Global Air Navigation Plan (GANP), the 2014 MET Divisional will be considering how aeronautical meteorological services can support the delivery of operational improvements aligned with the aviation system block upgrade (ASBU) methodology to make international air navigation both safer and more efficient.

The meeting will also address how to further support strategic, pre-tactical and tactical decision-making by air transport system users, including through the integration of digital meteorological information into the SWIM environment and associated decision support tools.

This rare gathering will also be an opportunity to address institutional issues associated with aeronautical meteorological service provision, including meteorological authority designation, cost recovery, regional and sub-regional cooperation, quality management, data quality, and personnel competency, particularly in a rapidly changing, scientifically and technologically advancing world.

In view of these deliberations and others that are to be expected, ICAO States and WMO Members will be better placed after the meeting has concluded to address the challenges and capitalize on the opportunities that lay ahead.


While the 2014 MET Divisional will be largely comprised of experts from the aeronautical meteorology community, the meeting will greatly benefit from the input of experts with a comprehensive understanding of user requirements, including operators, flight crew members, air traffic service units and airport management. Cross-discipline engagement will be key to a successful outcome of the meeting and to unlocking the potential that the aeronautical meteorological community has to offer to the air transport user community moving forward.

Aeronautical meteorological service provision is integral to the realization of a safer and more efficient globally interoperable air transport system, a 'One Sky' vision, over the next 15 years and more, as has been acknowledged by the inclusion of aeronautical meteorological services in the 2013 fourth edition of the GANP. As civil aviation transitions from a predominantly air traffic controlled operating environment to a predominantly air traffic managed operating environment, opportunities exist for aeronautical meteorological services to enhance and modernize their service offerings to the users, harnessing new and improved ways of preparing and disseminating the required products and services as science and technology advances. The new operating environment will offer users greater opportunity to integrate and interact with aeronautical meteorological information in a more dynamic way than is possible today, through the application of SWIM and associated decision support tools.

Challenges to traditional ways of thinking and to traditional means of service provision undoubtedly lay ahead. But through coordination and collaboration, ICAO is working intensively with States and international organizations to turn the challenges into opportunities for enhanced meteorological service provision to international air navigation.

#### METEOROLOGICAL SERVICE PROVISION: PAST, PRESENT AND FUTURE

The first edition of Annex 3 to the Convention on International Civil Aviation (*Meteorological Service for International Air Navigation*) was adopted by the Council of ICAO in 1948, with the



## EVOLVING GLOBAL AIR NAVIGATION PLANNING: ICAO'S GLOBAL AIR NAVIGATION PLAN

The 2013 fourth edition of ICAO's Global Air Navigation Plan (GANP) (Doc 9750) explores the need for more integrated aviation planning at both the regional and State level, and addresses required solutions by introducing a consensus driven aviation system block upgrade (ASBU) methodology. The GANP identifies issues to be addressed in the near term alongside financial aspects of aviation system modernization, and the increasing importance of collaboration and partnership as aviation recognizes and addresses the multidisciplinary challenges that lay ahead.

The ASBUs (or "block upgrades" as they are commonly referred) provide a systems engineering modernization strategy for international air navigation, comprising a series of modules across four performance improvement areas and four blocks. Each block represents the target availability timeline for a group of operational improvements – both technological and procedural – that will eventually realize a fully-harmonized global air navigation system. Every ASBU module serves to progress towards one of the four target performance improvement areas. The technologies and procedures for each block are organized according to modules that are based on the specific performance improvement area to which they relate.

Where the GANP is concerned, aeronautical meteorological service is a thread running through the ASBU performance improvement area encompassing 'globally interoperable systems and data.' Through system-wide information management (SWIM), meteorological information will be a key enabler to the realization of the global air traffic management operational concept envisioned by the GANP and companion ICAO publications.

principle intent of defining the meteorological codes to be used by States for the transmission of meteorological information for aeronautical purposes to users.

Since this first edition, Annex 3 has undergone iterative improvement when necessary to ensure that aeronautical meteorological services continue to fulfil the evolving operational requirements as expressed by States and users<sup>1</sup>, with due regard to evolving scientific capabilities and technological advances.

Today, a range of meteorological products and services fulfil a wide variety of user requirements. For example, at the aerodrome, local routine and special reports provide air traffic service units and others with a detailed assessment of the prevailing meteorological conditions, including parameters such as surface wind, visibility, present weather, cloud cover, temperature and atmospheric pressure. Similarly, aerodrome warnings provide airport management and others with concise information on meteorological conditions which could adversely affect aircraft on the ground and the aerodrome's facilities and services, such as thunderstorms, snow, freezing precipitation, strong surface winds and gusts.

In airspace, the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations, such as thunderstorms, turbulence and icing, is notified to users in the form of SIGMET and AIRMET information. This information enables those users to make sound operational decisions, including whether to enter or avoid the affected or potentially affected area.

Today's flight planning is supported by a series of global and regional meteorological systems – including the world area forecast system and the international airways volcano watch – which ensure that users are provided with the meteorological information necessary (such as upper wind, upper air

temperature and humidity forecasts and advice on the location, extent and forecast movement of volcanic ash in the atmosphere) to plan optimum routes taking into account safety and efficiency considerations as well as environmental impacts.

Recognizing the clear capacity and efficiency challenges now confronting aviation, in 2013, through the updated GANP, ICAO embarked on a rolling fifteen-year strategy to guide complementary and sector-wide air transport improvements to 2028 and beyond, including those relating to MET provision and the eventual emergence of a System Wide Information Management (SWIM) operational environment. The GANP gives context to the challenges that lay ahead for all concerned stakeholders as well as providing a transparent and consensus-driven approach to addressing the challenges.

#### COLLABORATIVE EFFORTS GUIDING MET ADVANCES

ICAO has been leading efforts to enhance and in some instances rationalize existing aeronautical meteorological service provision in close coordination with States and international organizations, including the WMO, the International Air Transport Association (IATA), the International Federation of Airline Pilots' Associations (IFALPA) and the European Organization for the Safety of Air Navigation (EUROCONTROL). New services are being developed to meet emerging user requirements consistent with the vision provided by the GANP and companion ICAO publications.

"It's widely acknowledged that there is a strong mandate for the continuing development of aviation meteorological services and systems," remarked Peter Lechner, Chief of Meteorological Services for the Civil Aviation Authority of New Zealand. Lechner has been an active participant in many ICAO MET forums in recent years, including as Chair of the International Airways Volcano Watch Operations Group and the International Volcanic Ash Task Force.

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## Recognizing the clear capacity and efficiency challenges now confronting aviation, in 2013, through the updated GANP, ICAO embarked on a rolling fifteen-year strategy to guide complementary and sector-wide air transport improvements to 2028 and beyond...

<sup>1</sup>The users in this context are typically air operators, flight crew members, air traffic service units and airport managements, where each has explicit and unique requirements for meteorological information necessary to fulfil their respective functions.





## Enhancing MET data integration supporting optimized operations

The 2014 Meteorology Divisional Meeting will provide a global forum to address existing and emerging issues in aeronautical meteorological service provision. The meeting will develop recommendations for provisions that are aligned with the aviation system block upgrade methodology contained in the revised ICAO Global Air Navigation Plan (GANP), such as the integration of meteorological information into the future

system-wide information management environment supporting global air traffic management. The event is essential for providers and users of aeronautical MET information, products and services, as well as other aviation professionals seeking to optimize aviation safety and efficiency.

For more information, please contact [metdiv14@icao.int](mailto:metdiv14@icao.int) or visit [www.icao.int/meetings/metdiv14](http://www.icao.int/meetings/metdiv14)



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“States know that this work is an essential part of maintaining the integrity and confidence needed in the international civil aviation system, the safety of flight in general, and the realization of economic benefits. With the continuing expansion of conventional aviation and the development of new aircraft systems, the nature and supply methods of meteorological information will need to rapidly adapt to a more data-centric and global approach.”

Lechner added that focus has now moved away from how meteorological information was delivered in the past and even at present. He noted that ICAO and its expert groups are making excellent progress in defining the meteorological information needs of the future and that clearly the meteorological information of tomorrow will look nothing like that of today. He also stressed that it will provide new and extensive potential for airlines, general aviation, and air traffic management.

Carole Couchman, MBE Senior Technical Officer at the International Federation of Airline Pilots' Associations (IFALPA) shared many of Lechner's views and pointed out that, in its Safety Report for the year 2006, IATA had come to the conclusion that fully 46 percent of all accidents were in some way related to adverse weather.

“As rightly stated by both IATA and ICAO and many others, weather has always and will always have a significant influence on flight operations,” Couchman stated. “And yet today many commercial flights still depart with less than optimum weather documentation, often printed in black and white on paper. Transmission of real-time information to the cockpit is also limited to text messages via the ACARS system, yet on the ground supercomputers can provide a torrent of colourful, real-time information to those willing to seek it out on the internet or obtain it from their weather provider.”

Couchman also highlighted that SWIM is being introduced to ease the information transfer between systems, but that the connection to pilots in the air remains tenuous at best. And similarly while weather prediction has come of age, including with the recent operational availability of gridded global forecasts for icing, turbulence and cumulonimbus clouds within the world area forecast system, she noted that as yet they have not made their way into the hands of many of the pilots who still require training in their use and possible limitations.

“It's easy to transmit yet another set of wind-data to on-board computers in order to achieve 4-D trajectories with greater accuracy, however it's just as easy to overlook that weather events can, on occasion, control and dictate when and where airplanes can fly safely,” she added.

IFALPA has also drawn attention to the fact that it is essential that pilots have continuous access to the same information content as is available on the ground, in easy to grasp, graphical formats. It pushes for standardized colours to be used to highlight essential information and that real-time satellite and radar pictures, with intended flight path overlay, should become standard.

“It is these improvements that will improve strategic planning and coordination between all involved,” concluded Couchman. “More importantly, better quality weather information in the hands of pilots will improve air safety and efficiency by helping pilots to avoid adverse weather. IFALPA looks forward to its continued participation in ICAO's Meteorological Groups to help ensure these outcomes are realized.”

Multidisciplinary expert groups within ICAO have been assessing precisely how existing aeronautical meteorological service provisions need to evolve to ensure that operational requirements of pilots and other users are effectively fulfilled. Through improved detection and prediction of phenomena such as thunderstorms, turbulence and icing, as well as streamlined access to shared meteorological information on these phenomena and the application of air and ground automated decision support tools, users will be better placed to undertake optimization of their operations including, where necessary, risk mitigation strategies.

A key concern for operators as this evolution continues will be to ensure the levels of investment needed to manage related implementation needs in the most cost-effective manner available.

“As the future of integrated operations evolves with the emerging environment of global ATM, remaining efficient while meeting the considerable operational/regulatory challenges before us will absolutely require operators, as well as air navigation service providers (ANSPs), to invest in enhanced capabilities,” stressed Graham Rennie, Principal Adviser on Global Operations Development at QANTAS International Flight Operations.

## DID YOU KNOW?

While ICAO is responsible for defining and encouraging the services which civil aviation requires for safe, regular, economic and efficient operations, the World Meteorological Organization (WMO), a sister Specialized Agency of the United Nations, specifies the technical methods and practices recommended for aeronautical meteorological service. ICAO and WMO have a formal working arrangement that ensures the appropriate definition of roles and responsibilities in the context of meteorological service provision for international air navigation.



“Achieving this will require expanded support and active/ collaborative user participation, which will really be the key to ensuring meteorological service providers deliver quality time-critical and cost-effective digital information and services.”

### OPTIMIZING SWIM'S MET ASPECTS

SWIM will be integral to the realization of the future global air traffic management system and essential to ensuring the most efficient use of airspace. It will also permit the global air transport system to manage air traffic under all meteorological conditions and to increase common situational awareness.

SWIM will enable automated systems to request/receive information when needed and publish related information and services as appropriate. This intensive sharing of data and information across different systems and domains will in turn allow users to access the most current information. This includes meteorological conditions that either are affecting or are expected to affect a given area of airspace in real-time or at a defined future point.

In essence, SWIM will improve decision-making and streamline information sharing across all domains for improved flight planning, flight execution and post-flight analysis.

“SWIM represents a complete paradigm change in how information is managed along its full lifecycle and across the whole ATM system,” commented Dennis Hart, Aviation Meteorology Expert at EUROCONTROL. “By implementing SWIM, direct ATM business benefits can be generated by assuring the provision and cost- and time-effective exchange of commonly understood quality information.”

But as Hart continued to explain, enabling SWIM represents a challenging evolution for ATM. It requires a close collaboration between the ATM stakeholders, including meteorological service providers, ICAO and standardization/expert organizations such as WMO to collaboratively work on the various aspects of SWIM including the global governance. Hart noted that ICAO's SWIM governance role would be helpful as the global ATM community begins to organize the commonly shared information and deploy the associated changes in the different user systems and applications.

Steven Albersheim, FAA Aviation Weather Planning & Requirements, added that “the exchange of meteorological information through SWIM is one of many important elements of the United States' Next Generation Air Traffic System (NextGen). The FAA has been working closely with our partners at EUROCONTROL to ensure our plans for the exchange of meteorological, aeronautical and flight information support global harmonization.”

While ICAO has ensured the provision of meteorological information in meteorological code forms since the very first edition of Annex 3 in 1948, and has subsequently worked

## FACTS AND FIGURES

Today, air transportation plays a major role in driving sustainable economic and social development. It directly and indirectly supports the employment of 56.6 million people, contributes over \$2.2 trillion to global Gross Domestic Product (GDP), and carries over 2.9 billion passengers and \$5.3 trillion worth of cargo annually.

closely with WMO to ensure that the meteorological codes used evolve in line with user requirements and service provider capabilities, much of today's aeronautical meteorological information is formatted and disseminated in proprietary code formats that will render them incompatible with latest generation SWIM needs.

The success of SWIM will therefore be, in part, contingent upon the exchange of digital information that uses non-proprietary, open-source code forms such as extensible markup language (XML) or geography markup language (GML), since these allow for the required streamlined sharing of information.


To this end ICAO, in close coordination with the WMO, has embarked on enabling the transition to digital meteorological information exchange that will support the meteorological component of SWIM. As part of Amendment 76 to Annex 3, applicable in November 2013, an initial set of aeronautical meteorological messages (specifically METAR, SPECI, TAF and SIGMET) can now be exchanged in digital form using XML/GML by States in a position to do so.

Future amendments to Annex 3 are expected to upgrade these enabling provisions to the status of Standards and to also extend the requirement for digital exchange using XML/GML to other meteorological information governed by Annex 3.

For some States, the challenges posed by requiring the exchange of meteorological information in digital form may be significant, particularly in these early stages where available knowledge and technical expertise in digital encoding/decoding is limited. To foster implementation, ICAO and the WMO are therefore assisting States by providing relevant guidance material and online training resources that will be updated as requirements and capabilities evolve.

As more States become experienced in digital information exchange, there will be opportunities for more capable States to assist and mentor those States yet to embark on implementation or that have limited capacity/capability. Similar twinning/mentoring arrangements have assisted States in the implementation of the required quality management system for aeronautical service provision over recent years to good result. ■

# NEW IN-TRAIL PROCEDURE A 'GAME CHANGER' FOR AIRLINES AND THE ENVIRONMENT

 The improved fuel efficiency realized through a new airborne surveillance system detailed in recent ICAO Circular 325 will deliver significant emissions reductions while saving airlines millions of dollars a year.

Procedural separations are essential safety requirements when operating in oceanic airspace outside the coverage of radar. These precautions, however, additionally force aircraft to fly at inefficient altitudes leading to unnecessary fuel burn, excessive costs for airlines and further harm to the environment.

As detailed in the recent ICAO Circular 325, a new In-Trail Procedure (ITP) using Automatic Dependent Surveillance – Broadcast (ADS-B) represents a more effective and simplified process for reaching optimal flight levels when air traffic service (ATS) surveillance is lacking, or where the required separation minimum between two aircraft presents a limiting factor.

## GPS-BASED REAL-TIME POSITION REPORTS

As it currently stands, pilots flying non-ITP enabled aircraft must complete an intricate and lengthy process with air traffic controllers before receiving clearance to modify their flight levels. Pilots can often find this process excessively tedious, so much so that it often prevents them from attempting to alter their aircraft's flight level in the first place.

ITP solves this dilemma by allowing pilots and air traffic controllers to view critical information in real time using GPS-based [ADS-B] position reports. Based on two clearly visible aircraft positions, the pilot of one ITP-enabled plane simply requests an altitude change from the air traffic controller. Once the information is verified, the pilot is immediately given clearance to alter the flight level.

Due to this major efficiency advancement, planes will be able to carry greater payloads and the overall safety of air travel will be improved. Pilots will also have more freedom and tools at their disposal to manage contingency scenarios, such as climbing out of turbulence and avoiding inclement weather.


According to a recent Eurocontrol study, ITP may provide a one percent decline in the total fuel consumed by all aircraft in the North Atlantic fleet. This translates into an annual savings of over 108 million Euros, or approximately \$450,000 per aircraft. An annual reduction of 344,000 tonnes of carbon dioxide emissions is also projected.



The new ITP will allow pilots and air traffic controllers to view critical information in real time using GPS-based [ADS-B] position reports.

Because ITP will dramatically increase aircraft efficiency, it is expected that airlines will eventually decrease the amount of contingency fuel carried on long haul routes. The net difference in payload will doubtless be converted into revenue-generating cargo, or to carry additional passengers. ■

# BRINGING COLLABORATIVE SOLUTIONS TO THE PRESSING CHALLENGES OF LOSS OF CONTROL IN-FLIGHT

 **ICAO is continuing to focus its operational safety efforts on three main priorities: runway safety, Controlled Flight Into Terrain and Loss of Control In-flight. Recent actions on these challenges have contributed significantly to related reductions in global/annual aviation fatalities and provide important contributions to the overarching priorities established in the ICAO Global Aviation Safety Plan.**

ICAO's upcoming Loss of Control In-flight (LOCI) Symposium (20-22 May 2014) will see pilots, operators, regulators and training organizations gathering at the Organization's Montreal HQ to explore a range of topics relating to this global safety priority while being provided with a cross-section of ICAO's latest LOCI-related guidance and tools.

The Symposium will also showcase work being undertaken throughout the industry that addresses individual and crew strategies, operational countermeasures, as well as training and educational approaches to prevent and recover from a loss of control in-flight.

"An accident caused by the loss of control of an aircraft in-flight is very rare," explained Nancy Graham, Director of ICAO's Air Navigation Bureau, "but over the last eight years these accidents have resulted in more fatalities in scheduled commercial operations than any other type, including runway incursions, runway excursions and controlled flight into terrain. It's because of its association with high fatalities that LOCI is now the number one issue in aviation today."

ICAO, through its Global Aviation Safety Plan (GASP), has already developed a programme for Controlled Flight Into Terrain and continues to address Runway Safety priorities through an intensively collaborative action programme that has thus far delivered excellent results. LOCI, however, represents what is arguably one of the most complicated areas of aviation today and could pose more significant challenges as the global air transport community seeks to come to terms with it.

"Pilots lose control of an aircraft from a combination of several factors," continued Graham, "but human performance factors especially, such as the way pilots maintain their attention across long flights, the way they respond to unexpected events and the way they interact with flight deck displays and controls, all need to be considered. Basically aviation trains pilots and controllers for what the airplane is supposed to do, not for what it's not supposed to do."

Michelle Millar, ICAO's Human Performance Technical Officer and the primary organizer of the 2014 LOCI Symposium, elaborated on Graham's points noting that "automation is designed to make things safer, but at times the expected outcome isn't what the automation was designed to provide. Part of what we'll be exploring at this event is how we manage the design and implementation processes better to ensure more dependable operational outcomes."

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An accident caused by the loss of control of an aircraft in-flight is very rare, but over the last eight years these accidents have resulted in more fatalities in scheduled commercial operations than any other type, including runway incursions, runway excursions and controlled flight into terrain.





“*To most people the sky is the limit.  
To those who love aviation, the sky is home.*”

Jerry Crawford

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ATA equips graduates with the **ability to face the challenges** of air traffic control and technical services. Since April 2000 the ATA has trained more than **9 000 international and local delegates**; last year 75 graduates from South Africa, Swaziland and Namibia were conferred with various aviation qualifications.

In 2012 the ATA was awarded the **International Air Transport Association (IATA) Worldwide Top Regional Training Partner**. This was the second year that the ATA received this award illustrating the impressive **results** and **outstanding contribution** by the ATA to developing the human capital of the air transport industry.

Through our training efforts we are committed to **ensuring aviation safety in Africa**. As an institution we are **world accredited** and have the benefit of **international co-operation partners**. Moreover, the management of the ATA is **uncompromising** in the maintenance of our Quality Management System in accordance with the ISO 9001:2000 Code of Practice.

We also believe in **staying ahead in the game**, that's why our courses are suited to changing aviation trends and are **continually updated**. We evaluate opportunities to implement new courses when new needs arise in the industry. Our training enjoys **international compliance** and subscribes fully to ICAO standards and recommended practices.

The ATA offers a range of courses **tailored to suit the needs of ATNS**, as well as a series of courses **designed for external clients**. Internally the ATA offers: air traffic services, engineering, and leadership development. Externally the ATA offers: air traffic services, engineering, and IATA courses.

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- Customised courses
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- Manpower requirements
- Performance management
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## Shaping the minds of tomorrow



### International Air Traffic Services training schedule: January 2014 to April 2015

	Course	Course Number	Duration (weeks)	Start Date	End Date
1	OJTI Course	0230814	2	20/01/2014	31/01/2014
2	Approach Radar Control Rating Course	0110214	7	20/01/2014	07/03/2014
3	AT/AIM Core Content Course [Ab Initio ATS]	0340514	14	03/02/2014	16/05/2014
4	OJTI Course	0230914	2	03/02/2014	14/02/2014
5	Train-the-Trainer Course	0240314	2	17/02/2014	28/02/2014
6	Area Radar Control Rating Course	0130114	7	24/02/2014	11/04/2014
7	Approach Radar Control Rating Course	0110314	7	03/03/2014	17/04/2014
8	Aerodrome Control Rating Course	0090314	7	03/03/2014	17/04/2014
9	Train-the-Trainer Course	0240414	2	03/03/2014	14/03/2014
10	Aerodrome Control Rating Course	0090414	7	03/03/2014	17/04/2014
11	OJTI Course	0231014	2	24/03/2014	04/04/2014
12	Approach Radar Control Rating Course	0110414	8*	07/04/2014	30/05/2014
13	Area Radar Control Rating Course	0130214	8*	14/04/2014	06/06/2014
14	Area Procedural Control Rating Course	0120114	8*	14/04/2014	06/06/2014
15	Approach Radar Control Rating Course	0110514	8*	14/04/2014	06/06/2014
16	Approach Radar Control Rating Course	0110614	7	05/05/2014	27/06/2014
17	OJTI Course	0231114	2	19/05/2014	30/05/2014
18	OJTI Course	0231214	2	02/06/2014	13/06/2014
19	Train-the-Trainer Course	0240514	2	30/06/2014	11/07/2014
20	Approach Procedural Control Rating Course	0100214	7	04/08/2014	19/09/2014
21	Approach Radar Control Rating Course	0110714	7	04/08/2014	19/09/2014
22	OJTI Course	0231314	2	04/08/2014	15/08/2014
23	Area Procedural Control Rating Course	0120214	7	18/08/2014	03/10/2014
24	Approach Radar Control Rating Course	0110814	7	18/08/2014	03/10/2014
25	Management Development Programme	0210314	2	08/09/2014	19/09/2014
26	Approach Procedural Control Rating Course	0100314	7	22/09/2014	07/11/2014
27	OJTI Course	0231514	2	06/10/2014	17/10/2014
28	Approach Radar Control Rating Course	0110914	7	20/10/2014	05/12/2014
29	Area Radar Control Rating Course	0130314	7	03/11/2014	19/12/2014
30	Area Procedural Control Rating Course	0120314	7	03/11/2014	19/12/2014
31	Approach Procedural Control Rating Course	0100414	7	03/11/2014	19/12/2014
32	Approach Radar Control Rating Course	0111014	7	03/11/2014	19/12/2014
33	OJTI Course	0231614	2	08/12/2014	19/12/2014
34	Approach Radar Control Rating Course	0110115	7	05/01/2015	20/02/2015
35	Aerodrome Control Rating Course	0090115	7	12/01/2015	27/02/2015
36	Approach Radar Control Rating Course	0110215	7	12/01/2015	27/02/2015
37	Train-the-Trainer Course	0240115	2	12/01/2015	23/01/2013
38	Area Radar Control Rating Course	0130115	7	12/01/2015	27/02/2015
39	Area Procedural Control Rating Course	0120215	8*	23/02/2015	10/04/2015
40	Aerodrome Control Rating Course	0090215	8*	09/03/2015	30/04/2015

\* Extended due to Public Holidays

## PLANNED LOCI SYMPOSIUM SESSIONS

### **Making the most of LOCI data**

With few but fatal accidents, can we aggregate and protect the right data to determine the priorities for addressing contributing factors?

### **The Management of 'everyday things'**

Before addressing conditions that occur "outside the envelope", how well are we dealing with everyday conditions "within the envelope"? Do we need to find ways to improve the way we conduct and train for routine operations to avoid pre-LOCI conditions?

### **Dealing with a dynamic environment**

Can new technologies assist current and new generations of pilots to avoid pre-LOCI conditions?

### **Managing Automation**

How can we maximize on the safety and efficiency benefits that automation brings, and address problems related to erroneous expectations and mismanagement? When should the pilot take over from the autopilot?

### **Managing Human Limitations**

In order to recognize the potential convergence of pre-LOCI conditions, can we improve a pilot's ability to monitor, remain vigilant, overcome fatigue and avoid perceptual illusions, or do we need to focus on coordinating crew activities and technologies so that good decisions are made early?

### **Startle: What is it and how can we manage it?**

Why don't we always respond the way we think we will in an unexpected event? What individual and crew strategies are there for managing the physiological and cognitive effects of an unexpected threatening event, such as a LOCI?

### **New approaches**

What recent simulator developments and regulatory approaches aim to improve the way pilots respond to LOCI conditions in the cockpit?

### **Upset Prevention and Recovery Training**

What are the cost-benefits of UP & R training and how can we facilitate its implementation?

### **Training challenges**

In delivering UP & RT, how can we avoid negative training in-aircraft and in FSTDs, identify adequately qualified instructors and train and measure relevant "soft skill" performance?

Graham highlighted that industry is already doing a lot to address LOCI events but that ICAO's mission and role must be to ensure global harmonization of related solutions. She stressed that ICAO's approach would in essence summarize efforts to-date and stay focused around prevention, recognition and recovery efforts. Her point was reiterated by Millar.

"Prevention, recognition and recovery measures represent what we can do prior to a LOCI event occurring," Millar remarked. "They're therefore also the areas we can actually do something about and that's why this is where our training solutions will be targeted. This is a very complex area and no one-size-fits-all solution is going to cut it."

Besides FAA Associate Administrator for Aviation Safety Margaret Gilligan, participants to the ICAO LOCI Symposium will also be hearing from pilots, original equipment manufacturers (OEMs), training organizations, State regulators, human factors scientists and researchers and specialists involved with developing remotely-piloted aircraft systems.

Presentations and discussions will focus around approaches to enhance the way pilots monitor and manage perceptual illusions, methods for improving pilot energy awareness, optimizing the management of automated systems, and human-centric flight deck technology and its application.

"There will be a lot of different viewpoints shared during this few days," noted Millar. "Many people in these respective domains have some strong ideas of how training can be conducted and how long you have to train for. I think that will be an area that will be contested. Automation will be another hot topic in terms of how we design it, how we manage it, and how we teach flight crews to use it effectively."

Millar added that other important discussions would likely touch on the management of unexpected threatening events, upset prevention and recovery training approaches and ICAO provisions, as well as advances in simulation, including extending the training envelope.

"We want to ensure this will be useful for the industry," Millar said. "They'll get a chance at this event to tell us where they see gaps and how we can best address those on a collaborative basis. There are pockets of activity all over the world but this Symposium will help us make great strides toward aligning and coordinating those efforts."

Millar's views were fully supported by Graham, who noted that besides the discussions she would really be looking for a more mature global work programme to result from the event.

"The purpose of this is to bring together the community and agree on a way forward," she stressed. "What that means is that if you aren't a part of this and you work in this business, you missed out. You should be leaving here figuring out how to position yourself for the future because this will create work streams globally." ■





## Resolving the challenges of aviation growth through technical cooperation and assistance.

Focused around the theme of *Building Cooperation for the Future of Civil Aviation: Innovation, Growth, and Technical Co-operation*, ICAO's first-ever **Global Aviation Cooperation Symposium** will provide a central platform for discussions of key issues, the exchange of information and views on latest trends and innovations, and the sharing of best practices supporting a safe and efficient future for global air transport.

This event will provide governments, airport operators, air navigation service providers and other industry stakeholders with a unique opportunity to obtain in-depth knowledge of ICAO guidance, as well as the role and resources of its Technical Co-operation Programme.

For more information, please contact [GACS@icao.int](mailto:GACS@icao.int) or visit: [www.icao.int/GACS](http://www.icao.int/GACS)

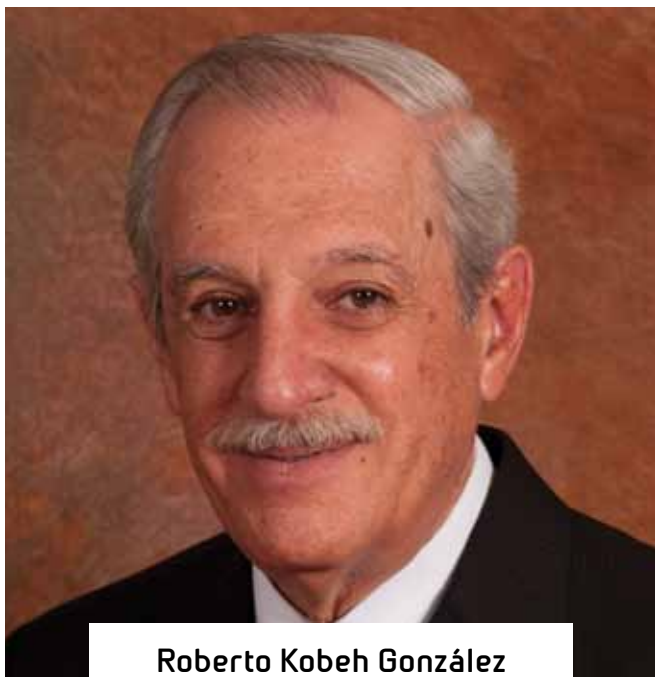


ICAO

TECHNICAL CO-OPERATION

# PRESIDENTIAL PERSPECTIVES

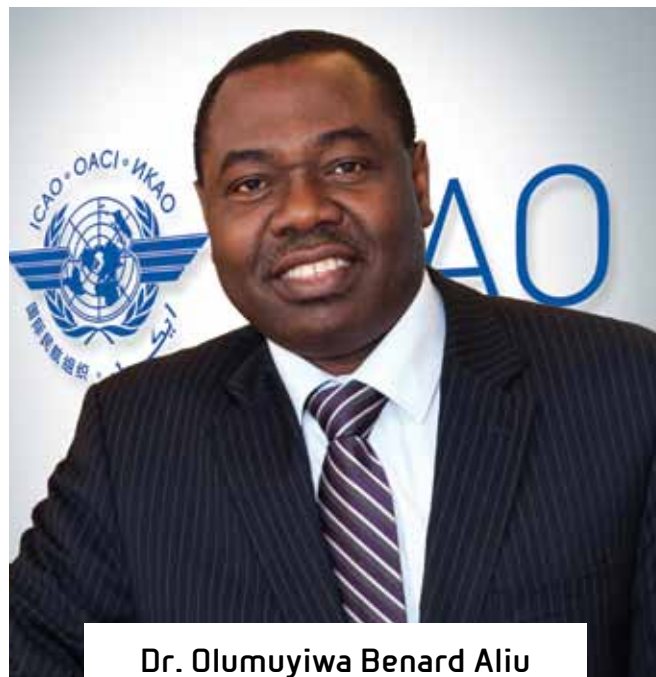
✈ In this special feature for the ICAO Journal, newly-elected Council President, Dr. Olumuyiwa Benard Aliu of Nigeria, and former ICAO Council President, Roberto Kobeh González, discuss their opinions on the state of global aviation today, ICAO's mission and role in light of modern developments, and the key challenges facing the Organization as it continues to adapt and evolve to meet State, operator and stakeholder needs.



**Roberto Kobeh González**  
*Former ICAO Council President*

**ICAO JOURNAL: YOU WERE AT THE HELM OF THE ICAO COUNCIL FOR MORE THAN SEVEN YEARS. WHAT, IN YOUR VIEW, ARE THE MAJOR ACHIEVEMENTS OF ICAO IN THIS PERIOD OF TIME?**

**Roberto Kobeh González:** Let me first say that the achievements, and there are many, are those of the entire world community working cooperatively through ICAO as the world forum for international civil aviation. Together, we succeeded in putting forth measures that will further improve the safety, security and environmental responsiveness of the air transport system for years to come. ▶



**Dr. Olumuyiwa Benard Aliu**  
*Newly-elected Council President*

**ICAO JOURNAL: ICAO WILL SOON BE SEVENTY YEARS OLD. DO YOU CONSIDER THAT IT IS EVOLVING SUFFICIENTLY TO KEEP PACE WITH THE TREMENDOUS CHANGES NOW BEING SEEN IN THE AIR TRANSPORT SECTOR?**

**Dr. Olumuyiwa Benard Aliu:** Given the complexity of the global air transport network, the number of players who need to coordinate their actions to make it work, and of course its significant role in supporting State and regional economic prosperity, keeping pace with change is no longer considered sufficient in ICAO.

Our Organization has made great strides in recent years bringing State and industry players together, so that collectively we could determine practical strategic planning that is specifically designed to anticipate and guide the evolution of our sector. The recent 38<sup>th</sup> Assembly approval of revisions to ICAO's Global Aviation Safety and Global Air Navigation Plans are immediate

[Continued on page 21](#)

## Dr. Olumuyiwa Benard Aliu Interview (continued)

examples which come to mind, but in fact these documents and the changes they've undergone are part of a broader, cross-organization shift that is helping us to effectively integrate the dynamic technical advancements and other developments being seen across the full-range of our Strategic Objectives.

### HOW DO YOU SEE ICAO NEEDING TO EVOLVE FURTHER, IN THE YEARS IMMEDIATELY AHEAD?

By year 2030, scheduled air traffic volumes will more than double, from the current 3 billion passengers a year to some 6.4 billion, with the number of flights similarly increasing from some 30 million to 60 million. While this consistent growth holds the promise of a still greater contribution of air transport to the global economy and the social development of nations, the impact of rapid growth on the safety, security, air navigation capacity, environmental performance and overall sustainability of the industry remains a major challenge over the medium- to longer-term.

We should also recall that, with its mass transit and high traffic aspects, aviation continues to remain an attractive target for attacks by terrorists. ICAO and its Member States, in conjunction with airlines, airports, air navigation service providers, manufacturers, regulators and other concerned stakeholders of the global air transport system, will need to collaborate more proactively than ever before to respond to the demands of growth, particularly if we are to further improve on the current levels of aviation safety, security and connectivity.

### WHAT DO YOU SEE AS ICAO'S FUNDAMENTAL ROLE AND MISSION IN THE 21<sup>ST</sup> CENTURY?

Firstly, we must continue to maintain ICAO's leadership role in international civil aviation. Progress through consensus and collaboration is the aviation sector's greatest strength, and it will certainly be the key factor in how air transport continues to contribute to global economic development and the promotion of peaceful relations amongst States in the decades ahead.

Secondly, the rapid evolution in technological advancements and developments across all air transport domains will remain a persistent and dynamic challenge for regulators and operators. We must therefore leverage our collaborative relationships and privileged leadership position to improve our ability to proactively respond to the demands of current and anticipated challenges and risks to the sector.

Thirdly, we must seek to better optimize our technical assistance work, in particular regarding training and capacity-building, through improved regional coordination. The sharing of resources, best practices and synergies amongst States can only aid them in their efforts to meet their obligations under the Convention on International Civil Aviation (the Chicago Convention). This is a particularly important concern, mainly as the implementation of increasingly complex technologies, procedures and Standards and Recommended Practices (SARPs) is becoming a greater challenge for many States.

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Progress through consensus and collaboration is the aviation sector's greatest strength, and it will certainly be the key factor in how air transport continues to contribute to global economic development and the promotion of peaceful relations amongst States in the decades ahead.

– President Olumuyiwa Benard Aliu



One of my more general aspirations will be to stem the tide of growing disparity between ICAO's Member States with respect to the application of our Standards and Recommended Practices (SARPs).

– President Olumuyiwa Benard Aliu

#### Dr. Olumuyiwa Benard Aliu Interview (continued)

##### HOW DO YOU SEE THE ROLE OF THE ICAO REGIONAL OFFICES? AND THEIR RELATIONSHIP WITH REGIONAL ORGANIZATIONS SUCH AS AFCAC OR ECAC?

ICAO's leadership hinges not only on its own activities, but also on setting global goals and objectives and coordinating all stakeholders' efforts towards their attainment. This highlights the need to implement innovative solutions in collaboration with regional organizations and other partners to effectively meet the needs of States, share knowledge and best practices, and avoid duplication of efforts.

I would like to see ICAO's Regional Offices assume greater responsibilities in the provision of assistance to States. They should support States in the implementation of SARPs and programmes, in developing and evaluating the progress made in implementing schedules, as well as in providing feedback on the corrective actions needed.

ICAO will also be fully leveraging the memoranda of cooperation we've signed with pertinent regional organizations and States to enhance their contributions to our assistance activities and maximize results while minimizing resource expenditure. Separate regional aviation bodies will remain essential partners in any planning we undertake and any progress we achieve.

##### WHAT WILL BE YOUR PRIORITIES FOR ICAO AS THE NEWLY-APPOINTED PRESIDENT OF THE COUNCIL?

I have a range of priorities I intend to pursue, many of which are inter-related. These include improving the corporate governance of ICAO and instituting a performance management approach, strengthening the role of our Regional Offices, enhancing the development and implementation of our SARPs, bringing added emphasis to our training and capacity-building needs, streamlining the oversight responsibilities and focus of the ICAO Council on policy and strategic issues, and the promotion of regional programmes and cooperation.

Of course collectively ICAO will also be pursuing the more specific goals established under the five Strategic Objectives set by the last Assembly, which will be focusing our sector's efforts over the next triennium on challenges relating to aviation safety, air navigation capacity and efficiency, security and facilitation, the economic development of air transport, and environmental protection.

One of my more general aspirations will be to stem the tide of growing disparity between ICAO's Member States with respect to the application of our SARPs. This constitutes a clear challenge to the globally-harmonized and interoperable air transport system that has served us so well to this point and the solutions needed involve several of the priorities I just mentioned.

## Roberto Kobeh González Interview (continued)

High on the list is a revised Global Air Navigation Plan aligned with a Global Aviation Safety Plan that was also revised. The complementary Plans will substantially enhance the safety and efficiency of air travel worldwide, and significantly reduce greenhouse gas emissions from international aviation.

We formulated a global strategy to strengthen aviation security on the ground and in the air, with a special emphasis on cargo. The aim is to minimize the cost implications of security measures for airlines and airports, while improving the overall travel experience of passengers and efficiency for businesses.

We produced a long-term vision for liberalizing international air transport, considering the full range of issues like traffic rights and air carrier ownership and control. We also addressed additional marketplace realities of the 21<sup>st</sup> century such as fair competition, taxation and consumer protection.

These and many other initiatives were enthusiastically endorsed by the 38<sup>th</sup> Session of the ICAO Assembly last fall, when it also agreed to develop global market-based measures for international aviation to be presented at the next Assembly in 2016. ICAO Member States are to submit a proposal for a global MBM scheme capable of being implemented by 2020 and that takes into account the challenges and concerns of developing countries.

Underlying these major achievements was the adoption by the Council of a new vision and mission statement emphasizing the long-term sustainability of the global air transport system. We will of course maintain our traditional focus on air transport operations that are safe, secure, efficient and environmentally friendly. In addition, operations should provide stakeholders with acceptable returns on investment, support competitive economies while promoting balanced regional development, and position the industry to overcome obstacles to an economically viable air transport system.

### AVIATION HAS BEEN TRAVERSING TURBULENT TIMES. WHAT WERE SOME OF THE BIGGEST CHALLENGES YOU HAD TO DEAL WITH DURING YOUR PRESIDENCY?

I prefer to speak of challenges affecting the overall air transport system because that is what ICAO is all about. Certainly, the global financial crisis that is still reverberating in many parts of the world was one of those major challenges.

And yet, it again demonstrated the remarkable resilience of the air transport industry and its readiness to meet head on what is perhaps the greatest of challenges – growth. The doubling of departures and passengers by 2030 will test every element of the system. In this context, we must always

keep in mind the systemic nature of air transport operations. From ground handling to air traffic control, every task must be accomplished as efficiently as possible if we are to keep growing in a sustainable manner.

As we move in that direction, we must pay particular attention to the human factor. Training has become a top priority in the face of a serious anticipated shortage of qualified professionals in all categories, especially pilots, controllers, mechanics and managers.

### WHAT DO YOU BELIEVE ARE THE STRENGTHS OF THE ORGANIZATION? WHERE DO YOU SEE ROOM FOR IMPROVEMENTS?

Later this year, on 7 December, we will celebrate the 70<sup>th</sup> anniversary of the signing of the Chicago Convention. I believe that document, with its 19 Annexes and related guidance material, is our greatest strength, along with processes for continually updating the Standards and Recommended Practices and procedures they contain.

Training has become a top priority in the face of a serious anticipated shortage of qualified professionals in all categories, especially pilots, controllers, mechanics and managers.

– Roberto Kobeh González



The Convention has guided international civil aviation from its infancy to its status as the most efficient mode of mass transportation ever created. It has proven flexible enough to adapt to the technical, operational and political environment of an industry in constant and rapid evolution.

– Roberto Kobeh González

#### Roberto Kobeh González Interview (continued)

The Convention has guided international civil aviation from its infancy to its status as the most efficient mode of mass transportation ever created. It has proven flexible enough to adapt to the technical, operational and political environment of an industry in constant and rapid evolution.

Another major strength of the Organization is its proven ability to unite all aviation stakeholders around common dreams and challenges, from safely circling the globe to preparing for sub-orbital flights. There is no limit to what can be done through cooperation and consensus.

And finally, the employees of ICAO. Over the past seven years especially, I have come to know and admire truly exceptional men and woman who give life and breath to the Convention and its visionary call for peace and understanding among peoples of the world.

For me, improvement means continuous adjustments. That is what we have always done and will always do.

#### WHERE DO YOU SEE THE ADDED VALUE OF ECAC AND ITS SISTER ORGANIZATIONS ACAC, AFCAC AND LACAC?

Regional organizations are the day-to-day partners of ICAO in the globally harmonized implementation of the provisions

of the Convention and of the policies that Member States adopt for promoting the sustainability of air transport. There is much to learn from each other as we strive for optimization and consistency.

I'm very proud of the important progress achieved on the coordination and cooperation with the regional organizations and the industry in the last years. With the approval of the Council, I signed MoU's with all the regional organizations including, of course, ECAC.

#### YOU HAVE ALWAYS HELD CLOSE CONTACT WITH ICAO CONTRACTING STATES. CAN YOU TALK ABOUT YOUR IMPRESSIONS AND EXPERIENCES DURING YOUR NUMEROUS MISSIONS? ARE THERE SOUVENIRS THAT YOU WOULD WISH TO SHARE WITH OUR READERS?

There have been many memorable moments during my missions around the world but what inspired me most was the commitment and enthusiasm of aviation people at every level to work together towards a common purpose, that of getting passengers and goods to as many destinations as possible, as quickly as possible, in a safe, seamless, integrated and cost-effective manner. This is quite unique and we should all feel very proud to be part of such an exciting and vibrant community. ■



# CAPACITY-BUILDING, AIR CARGO AND RISK-BASED APPROACHES TOP AGENDA AT ICAO-ECAC JOINT AVIATION SECURITY SEMINAR

✈ Strongly motivated towards increased collaborative action on current and emerging aviation security matters, delegates from 85 ICAO States and representatives from relevant regional and international organizations came together earlier this year to review latest developments on capacity-building challenges, air cargo security advances and risk-based approaches and innovation.

Hosted by the ICAO European and North Atlantic (EUR/NAT) Regional Office, with support from ICAO's Dakar and Cairo Regional Offices and close collaboration from ECAC, a unique and inaugural three-day aviation security seminar was held this past January on a wide range of current and emerging issues, including cargo supply chain security and capacity-building and measures for adopting risk-based approaches to global aviation security.



The gathered Seminar participants. As well as capacity-building and related challenges in ICAO Member States, participants to the ICAO-ECAC Joint Aviation Security event also delved into air cargo supply chain and related security/facilitation concerns, in addition to risk-based security approaches and the development of new innovations in related technologies.

## Attending States stressed that capacity-building should be inclusive, involving all entities responsible for the implementation of security measures, both public and private.

In his opening remarks, Raymond Benjamin, ICAO's Secretary General, emphasized the Seminar's "importance for improving intra-regional and inter-regional cooperation, as well as for further harmonizing global aviation security procedures."

Benjamin added that industry officials and Member States should continue to work together in order to meet the growing challenge of properly protecting the flow of passengers and goods throughout the world. At present more than 3 billion passengers a year fly on the global air transport network, which also carries some 35 percent of air freight by value. This connectivity spreads prosperity and opportunity around the world, fostering improved social and economic development in every region.

The collaborative event's participants took part in many animated discussions which were preceded by interactive presentations. The seminar bore immediate fruit with the conclusion of a series of agreements that would facilitate cooperation in the months and years ahead.

Following on the conclusions of the 38<sup>th</sup> Session of the ICAO Assembly, States and organizations welcomed recent

ICAO initiatives in both areas, security and facilitation. They also provided presentations on their current AVSEC-FAL areas of main priority, including the mutual recognition of equivalent security measures, the strengthening of oversight activities, the recognition of existing threats in the regions and the implementation of risk-based measures, and finally the over-arching need to define aviation security and facilitation solutions which are cost-effective for all stakeholders.

### CAPACITY-BUILDING CONCERNS

The seminar concluded that capacity-building activities should be designed based on the specific needs of each State and follow clear priorities. It was also stressed that capacity-building should be inclusive, involving all entities, both public and private, responsible for the implementation of security measures, and that coordination should be maximized to avoid duplication of effort and reduce costs.

Attending States also highlighted the importance of high-level and continuous political commitment for capacity-building projects and the need for coordination at the national level between all partners (e.g. State authorities, regulators, industry stakeholders). They further noted that capacity-



ICAO Secretary General Raymond Benjamin (center), ECAC Executive Secretary Salvatore Sciacchitano (left) and ICAO EUR/NAT Regional Director Luis Fonseca de Almeida (right) oversee the proceedings at the ICAO-ECAC Joint Aviation Security Seminar in Paris, January 2014.

building activities benefit all entities involved by providing an extensive exchange of information and inevitable sharing of best practices.

### AIR CARGO-RELATED DEVELOPMENTS

Pursuant to recent developments on securing the cargo supply chain and other coordination between ICAO, the World Customs Organization and related trade bodies, States and organizations also expressed their support for the strengthening and harmonization of cargo and mail security measures and related Amendments 13 and 14 to Annex 17. A global cargo and mail security system, including the concept of the security supply chain was also encouraged, and several States requested near-term support in implementing new cargo and mail security requirements.

Concerning more EU-specific needs in the air cargo domain, some States expressed concerns about the challenges regarding the implementation of related cargo and mail security requirements and wished to benefit from working sessions and training on these requirements. They also expressed a need for more information about the new European Union (EU) cargo and mail security requirements, suggesting that an AFCAC-EU meeting should be arranged for this purpose at the earliest possible date. A desire to be more closely involved in the definition of new security measures impacting their operations was also expressed.

### RISK-BASED APPROACHES AND TECHNOLOGY INNOVATION

States and organizations reiterated their support for a risk-based approach to aviation security and agreed that threat assessment remains a national responsibility. States were encouraged to conduct their own risk assessments and to refer to the ICAO Risk Context Statement where needed. A review of various approaches to risk assessment were presented and appreciated by the participants.

States and organizations also expressed an interest in receiving more information on the capabilities and limitations of security equipment, welcoming in this regard the reliable data presently available from the ICAO AVSECPAEDIA and ECAC Common Evaluation Process (CEP). Each was highlighted as a useful tool for national decision-making on the certification and deployment of security equipment.

Emphasizing the event's collective will to drive continued collaborative aviation security progress, ICAO and ECAC were invited to organize a similar event next year to be hosted at ICAO's Regional Office in Dakar, Senegal.

Luis Fonseca de Almeida, ICAO's EUR/NAT Regional Director, commended the group's collective efforts, noting he was "encouraged that individuals had the opportunity to share their expertise, lead discussions and exchange views on better understanding ways of mastering our aviation security challenges in a sustainable manner." ■



## Dedicated to Air Traffic Management Integrated Solutions at the Right Altitude

The future of air traffic management relies heavily on a dedication to progressive solutions. The need to advance and adapt to the constraints and demands felt by our customers is key to enabling the continued safe and efficient use of airspace for years to come.

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# INVALUABLE INSIGHTS

 **Assad Kotaite *My Memoirs – 50 Years of International Diplomacy and Conciliation in Aviation*, Highlights Unique Career and Contributions of one of International Civil Aviation's Most Prominent Figures.**

At the 38<sup>th</sup> Session of its Assembly last fall, ICAO proudly launched *My Memoirs – 50 Years of International Diplomacy and Conciliation in Aviation*, by Dr. Assad Kotaite, President Emeritus of the Council of the Organization.

Universally recognized as one of the most prominent and respected figures in the world of civil aviation, Kotaite was a true leader and a visionary who devoted his life to aviation, persistently promoting the safety, the security, and the environmental sustainability of air travel worldwide. For him, air transport was an essential driver of economic, social and cultural development worldwide.

Kotaite's remarkable career mirrored the evolution of ICAO and of international aviation over half a century. From 1956 to 1970, he was the Representative of Lebanon on the Council of ICAO, interrupted for two years, 1963 and 1964, when he was Chief of Administrative Services, Directorate General of Transport of Lebanon. In 1970, he was appointed Secretary General of ICAO and then elected President of the Council for eleven successive mandates, from 1976 until his retirement 30 years later in 2006, making him the longest serving most senior executive in the history of the United Nations system.

A consummate diplomat, Kotaite would often confide that his actions and decisions were inspired and guided by the Preamble to the *Convention on International Civil Aviation* of 1944, also known as the Chicago Convention. In essence, the Preamble put forth that international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world. He himself was a champion of cooperation and dialogue among the Organization's now 191 Member States and within the world aviation community. In the process, he also gained a well-earned reputation as a master conciliator and consensus-builder, steering global aviation through an increasingly complex, competitive and politically challenging environment.

*My Memoirs* is an insightful account of Assad Kotaite's courage, patience and leadership in bringing people together toward a common cause. In this first-person account, Dr. Kotaite puts a human face on the phenomenal adventure of flight and shares a deep understanding of the importance of civil aviation in our lives. His purpose was to avoid conflicts, to promote understanding, cooperation and friendship among States, and to be an architect of multilateralism – objectives that his

many peers in States and the aviation industry can attest to. The lessons learnt may serve as inspiration for current and future leaders, professionals in the field of aviation and other areas, as well as any other interested readers.

Already the recipient of numerous honours and awards during his long tenure, all of which are listed in *My Memoirs*, in September 2013 Assad Kotaite received the highest honour in the world of civil aviation, the Edward Warner Award. This award is bestowed by the ICAO Council on an individual or organization in recognition of outstanding contributions to the safe and orderly development of civil air transport. The awards ceremony honouring Kotaite can be viewed in its entirety on YouTube at: [www.youtube.com/watch?v=3E6iRZILW7Q](http://www.youtube.com/watch?v=3E6iRZILW7Q).

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## Kotaite's remarkable career mirrored the evolution of ICAO and of international aviation over half a century.

*My Memoirs – 50 Years of International Diplomacy and Conciliation in Aviation* is available in hard-cover and soft-cover editions from ICAO's Online Store at: [store1.icao.int](http://store1.icao.int).

Revenues from the sale of *My Memoirs* will go to the Assad Kotaite Graduate and Postdoctoral Fellowship Fund. The Fund acknowledges the importance of assistance and cooperation in the field of specialized aviation training. Its objective is to advance the safety and development of civil aviation by strengthening the capabilities of national civil aviation personnel through the provision of graduate and postdoctoral studies.

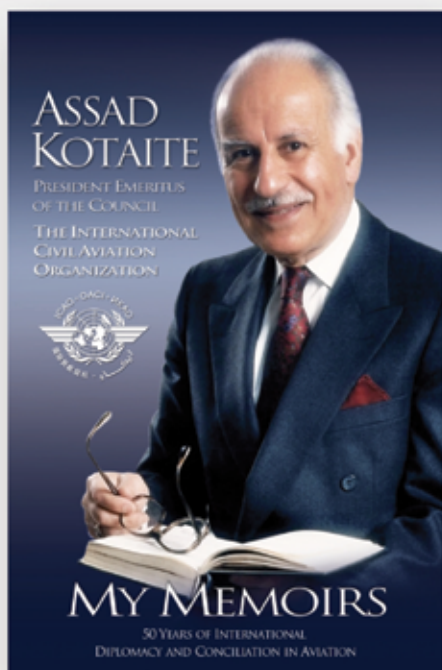
The Fellowship Programme specifically targets developing countries that are most in need of assistance in the area of aviation training. It is expected that the Fund will contribute to the enhancement of the capability of developing countries to implement ICAO's Standards and Recommended Practices. The Fund is managed by the Organization's Technical Cooperation Bureau. ■

**NEW**  
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# Dr. Assad Kotaite

# MY MEMOIRS

## 50 years of International Diplomacy and Conciliation



Revenues from the sale of My Memoirs will go to the Assad Kotaite Graduate and Postdoctoral Fellowship Fund, which acknowledges the importance of assistance and cooperation in the field of specialized aviation training.

Dr. Assad Kotaite, President Emeritus of the Council of the International Civil Aviation Organization (ICAO), is one of the most prominent and respected figures in the world of civil aviation. A true leader and visionary, he served as Secretary General of ICAO from 1970 for six years and as President of the ICAO Council from 1976 for thirty years until his retirement in 2006. Created in 1944 in Chicago, United States, ICAO is the specialized agency of the United Nations for international civil aviation.

Dr. Kotaite constantly promoted cooperation and dialogue among the Organization's now 191 Member States and within the world aviation community. He gained a well-earned reputation as a master conciliator and consensus-builder, steering global aviation through an increasingly complex, competitive and politically challenging environment.

Dr. Kotaite has written his Memoirs to give a personal and candid account of the great adventure of civil aviation and the human quest for self-understanding. His purpose was to avoid conflicts, to promote understanding, cooperation and friendship among States, and to be an architect of multilateralism.

Assad Kotaite's **My Memoirs** gives the readers insight into his courage, patience and leadership in bringing people together for a common cause. He has provided a human face to the phenomenal adventure of flight and managed to provide the reader with a deep understanding of the importance of civil aviation in our lives. The lessons learnt may serve as inspiration for current and future leaders, professionals in the field of aviation and other areas, as well as any other interested readers.

Copies of this book with soft and/or hard cover can be ordered at the ICAO Online Store:

[www.icao.int/kotaite](http://www.icao.int/kotaite)



ICAO

# GDANSK INTERNATIONAL AIR AND SPACE LAW CONFERENCE

 An important Event summarizing Latest Developments in Air and Space Law, the Gdansk Conference also highlighted the historic first-time election of a Polish Representative to ICAO's Governing Council during the 38<sup>th</sup> Assembly.

At a special invitation of the President of the Civil Aviation Authority, Piotr Ołowski, the recent Gdansk International Air and Space Law Conference was attended by a wide range of air and space law experts and aviation organizations from around the world. Notable attendees included Nancy Graham, Director of the ICAO Air Navigation Bureau, Catalin Radu, President of the European Civil Aviation Conference (ECAC) and Frank Brenner, Director General of EUROCONTROL. Numerous representatives from the aviation industry and air and space law academics were also in attendance.

The conference was opened by Piotr Ołowski, who thanked the speakers and participants for their strong presence at an event that was important for both Polish aviation and aviation law. During the conference opening, Nancy Graham of ICAO further congratulated Poland on its recent Council election (38<sup>th</sup> Assembly, September 2013) and presented a plan for the next triennium identifying some of the long-term goals for the Organization.

Ołowski moderated an opening panel discussion on "Contemporary Challenges of Civil Aviation." A presentation on the liability of air carriers and classification of air accidents and incidents was delivered by professor Paul Dempsey, director of the Institute of Air and Space Law at Canada's McGill University. John Augustin, then Acting Director of the Legal Affairs and External Relations Bureau at ICAO, also provided perspectives on the codification and development of aviation law and the framework and work programme of the ICAO Legal Committee.

Also during the opening panel, Professor Stanisław Sołtysiński, attorney of counsel in Sołtysiński Kawecki and Szlęzak and legal advisor and member of the UNIDROIT Governing Council, outlined regulations regarding the Cape Town Convention on International Interests in Mobile Equipment and the Protocol on Matters Specific to Aircraft Equipment and the benefits of its ratification.

He was followed by ECAC President and Director General of Civil Aviation of Romania, Catalin Radu, who used the occasion of his presentation to outline the scope of work and responsibilities of ECAC. Dr. Nikolai Ehlers of Ehlers & Partners then presented participants with a summary of the issues relating to financing and leasing aircraft in the aerospace sector, and he was followed by Dr. Jiefang Huang, Senior Legal Officer at ICAO, who introduced the Tokyo Convention Amendments relating to unruly passengers.



The second panel on passenger rights was moderated by Mia Wouters, Professor at the University of Ghent. Dr. Peter Haanappel, Professor Emeritus of Air and Space Law at Leiden University, presented the rights of passengers with regards to the contract between the passenger and the airline. Professor Ludwig Weber, Senior Civil Aviation Policy and Management Advisor at ICAO, and adjunct Professor McGill University, gave a lecture on the current development of passenger rights.

Jean-Louis Colson, Head of Unit for Passenger Rights at the European Commission, presented the proposed changes to existing regulations on the rights of passengers. Anca Apahidean, Manager for the Eastern European Region for IATA, presented airline perspectives on the topic.

The third panel was devoted to Safety Management Systems (SMS) and was moderated by Nancy Graham, who discussed the topic in the context of ICAO's Global Aviation Safety Plan (GASP). Later, Maciej Rodak, Board Member of the Polish Air Navigation Services Agency, gave a lecture on safety in air navigation. Frank Brenner, Director General of EUROCONTROL discussed the importance of new approaches to safety culture, while John Vincent, Deputy Director of Strategic Safety at EASA, outlined the role of SMS in effective aviation safety regimes.

The final panel was moderated by Dr. Małgorzata Polkowska, Permanent Representative on the ICAO Council for Poland. It was devoted to issues of space law and Polkowska stressed the need to adapt this branch of law in the context of the rapid changes in technology and the establishment of commercial sub-orbital flights in the near future. Peter Hulsroj, Director of the European Institute of Space in Vienna, elaborated on space law as well.

Charles J. Lauer, Vice-President of Rocketplane Global, discussed sub-orbital flights and emerging civil spaceports. Neta Palkovitz, Legal Advisor at Innovative Solutions in Space (ISIS), presented a speech on Small Satellites and Developments in Space Law.

During his closing remarks, the President of the Civil Aviation Authority thanked the attending speakers and expressed confidence that similar initiatives would be more and more important in the years ahead. He also welcomed the fact that Polish membership on the ICAO Council would allow for the State's fuller participation in the future development of international air and space law.

The students participating in the conference were invited to an additional lecture, which took place on November 16 at the Faculty of Law at the University of Gdansk and hosted by Nancy Graham. She presented to the future lawyers the scope of the work conducted by the Air Navigation Bureau and identified trends in the development of civil aviation around the world. ■



The final panel was moderated by Dr. Małgorzata Polkowska, Permanent Representative on the ICAO Council for Poland. It was devoted to issues of space law and Polkowska stressed the need to adapt this branch of law in the context of the rapid changes in technology and the establishment of commercial suborbital flights in the near future.




Charles J. Lauer, Vice-President of Rocketplane Global, used the Gdansk Conference opportunity to discuss sub-orbital flights and emerging civil spaceports.



Piotr Ołowski, President of the Civil Aviation Authority in Poland, thanked the speakers and participants before closing the conference.

# INNOVATIVE ICAN EVENT FACILITATES LIBERALIZATION, ENHANCES CONNECTIVITY

 **ICAO ICAN events provide a central meeting place where States can gather and conduct multiple bilateral negotiations, greatly improving the efficiency of the negotiation process. ICANs also permit countries to engage in regional, plurilateral, or multilateral negotiations and have become a key meeting date on the calendars of global air services negotiators since their introduction in 2008.**

The operation and expansion of international air services around the world are governed mostly by some 4,000 bilateral air transport agreements negotiated and concluded between pairs of States. These agreements determine the essential rights and operational freedoms for airlines, such as the cities which can be served, the number of flights to be flown, and the type of traffic to be carried.

To conduct the negotiations necessary to conclude such agreements, a nation's air service negotiators would traditionally have to travel to each of its bilateral partner States, a process that is time-consuming, expensive and often has a negative impact on expansion of air services to meet market demand.

To overcome this weakness of the bilateral system and to facilitate air transport liberalization, the ICAO Secretariat developed the innovative concept of the ICAO Air Services Negotiation (ICAN) event, aimed at facilitating the air service negotiations between States.

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**By the end of 2013, a total of 115 States representing 60 percent of the ICAO membership have used the ICAN facility at least once.**

ICAO held its first ICAN event in 2008 in Dubai, United Arab Emirates. ICAN2008 brought together 27 States from the African, Asia/Pacific, European, Middle Eastern and North American Regions. In only three days, negotiators held more than 100 formal and informal bilateral meetings, which led to the signing of more than 20 bilateral air service agreements and arrangements.

While some negotiations yielded agreements, other talks helped open future opportunities for developing better aviation relations and air links between States. Building on the success of ICAN2008, ICAO subsequently held ICAN2009 in Istanbul, Turkey, ICAN2010 in Montego Bay, Jamaica, ICAN2011 in Mumbai, India and ICAN2012 in Jeddah, Saudi Arabia.

In 2013, ICAN came to the African continent for the first time, with South Africa serving as its host. ICAN2013 took place in Durban, from 9–13 December 2013 and attracted a record number of 73 States and six international organizations.

"The tremendous level of growth now being projected for our sector through 2030 points to the likelihood that more and more air service agreements will need to be reached between a greater number of States in the coming years," said ICAO Secretary General, Raymond Benjamin, in a video welcome message to over 400 ICAN2013 delegates. "This highlights the essential value of ICAO's ICAN events and why our Organization remains so focused upon improving the regulatory frameworks and economic tools which support the sustainable development of air transport."

ICAN2013 served as an opportunity to welcome the United Nations World Tourism Organization (UNWTO), whose participation was the result of a growing recognition of the common ground between aviation and tourism and their logical partnership in enhancing air transport connectivity. The ICAN cooperation is part of a wider collaborative framework now being pursued by the two UN bodies in light of their often joint objectives.

During the four days of negotiations at ICAN2013, over 500 formal and informal meetings were held, leading to the signing or initialization of some 500 agreements and other arrangements.



## Bringing efficiency and convenience to your next air services negotiations

Providing a unique central meeting place where States can conduct multiple air service negotiations in one location, greatly improving the efficiency of their bilateral or multilateral meetings, ICAO Air Services Negotiation Conferences (ICANs) have facilitated a significant number of new air services agreements since first being introduced in 2008.

ICAN meetings also provide a unique forum by which participants can learn about related ICAO guidance and exchange important information and views on the latest trends and issues in liberalization.

For more information please contact:

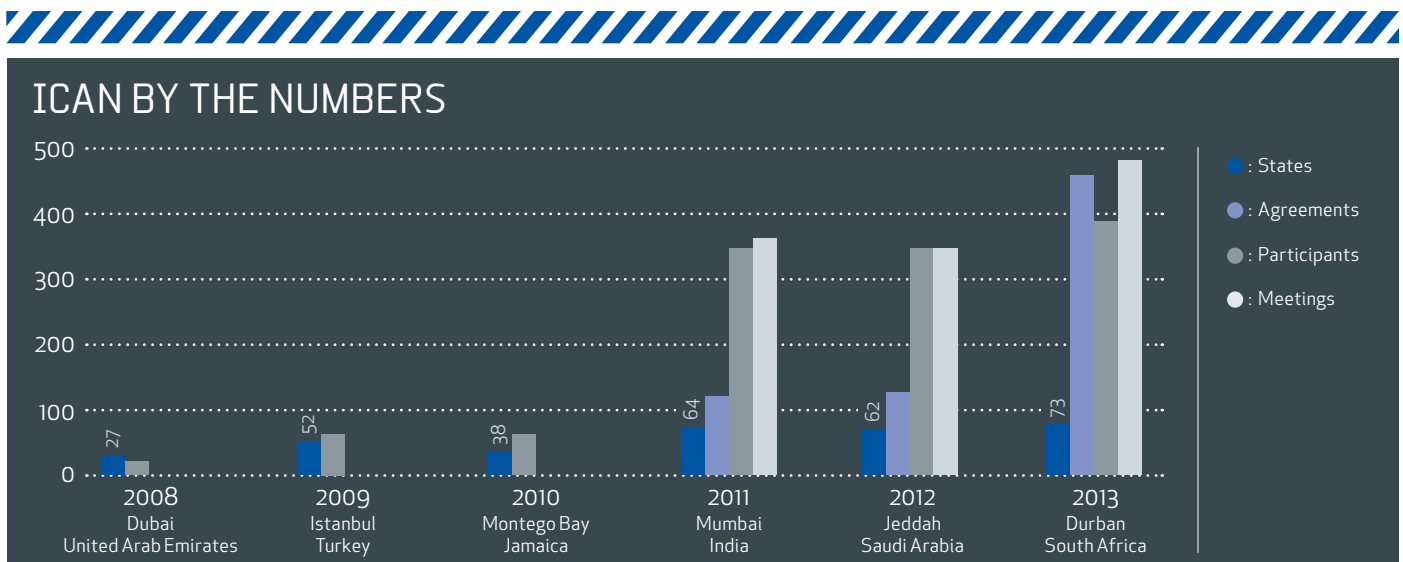
[ican2014@icao.int](mailto:ican2014@icao.int)



| ICAO

ECONOMIC DEVELOPMENT





Durban also represented the first occasion where regional bodies such as the European Union (EU) and the Common Market for Eastern and Southern Africa (COMESA) began to make use of the ICAN forum to conduct regional or bilateral meetings.

In order to better serve the participating States for air service negotiations, ICAO also provided on-site legal services for the first time, an initiative that was very well received. All in all the Durban and previous ICAN events have been highly commended by participating countries as an efficient platform for conducting air service negotiations.

"We found our ICAN meetings extremely useful," began Dr. Matti Tupamaki, head of the Finland delegation to ICAN2013. "Nowhere else is it possible to meet and negotiate with so many countries in one week and to realize significant savings in terms of working time and travel costs." A particular example highlighted by Tupamaki was the meeting between Finland and New Zealand, where two countries from two ends of the globe met midway, yielding an agreement which otherwise would have been much more costly and time-consuming to achieve.

ICAN is now an important tool that facilitates liberalization of international air transport, where many liberalized arrangements, including open skies agreements, are concluded at each event. Related agreements will provide airlines with more commercial freedom and flexibility in the operation and expansion of their services and, in turn, help enhance connectivity and choices for the benefit of consumers, and contribute to the economic development of local communities, tourism, and trade.

This impact on connectivity was highlighted by Dipuo Peters, South Africa's Minister of Transport, in her opening remarks at ICAN2013, when she said that "Africa more broadly and South Africa specifically were...honoured to host this event that connects States, people, aviation, tourism and trade."


Taking advantage of the gathering of air service negotiators from around the world and the participation of major aviation stakeholders, such as airline industry and tourism, the ICAN event also included a seminar session which was well-received by attending officials. A special session was also organized specifically for aviation and competition authorities to discuss competition issues relating to air transport. This was a new feature of the ICAN event, emanating from a recommendation of ICAO's Sixth Worldwide Air Transport Conference (ATConf/6) and was similarly well-received.

"Although our approaches in dealing with some air transport-related competition issues seem to be different, the end objectives are often the same," said Herbert Fung, Director of Business and Economics from the Competition Commission of Singapore. "ICAO should consider organizing more such exchange events between aviation and competition authorities in the future to foster understanding and cooperation for the overall interest of the stakeholders and consumers."

ICAN has now become a popular annual event which draws a large number of aviation negotiators around the world to conduct their air service negotiations. Since its inception, the number of countries that utilizes this facility has steadily increased. By the end of 2013, a total of 115 States representing 60 percent of the ICAO membership have used the ICAN facility at least once.

Recognizing the success and benefits of ICAN, the ICAO Assembly, in Resolution A38-14, encouraged States to make use of and benefit from this unique ICAO innovation in international affairs. The ICAO Secretariat is currently exploring ways to further improve the facility to serve not only ICAO Member States for their air service negotiations, but also the larger aviation community and other interested sectors, including tourism. ■

# ENHANCING TECHNICAL COOPERATION AND COORDINATION THROUGH ICAO

 ICAO Member States seek to better respond to ICAO audit policies and the challenges emerging from rapid air traffic growth, ICAO will be bringing together global stakeholders to consider how to improve the coordination and delivery of technical cooperation and assistance across the full spectrum of civil aviation activity.

Focused around the theme of “Building Cooperation for the Future of Civil Aviation: Innovations, Growth, and Technical Cooperation”, ICAO’s first-ever Global Aviation Cooperation Symposium (GACS: 30 September – 3 October 2014) will provide a platform for discussions of key issues, the exchange of important information on latest trends and innovations, and the sharing of best practices supporting a safe and efficient future for global air transport.

The Fall 2014 event is being planned to provide governments, airport operators, air navigation service providers and other industry stakeholders with a unique opportunity to obtain in depth knowledge of ICAO guidance and the complementary role and resources of its Technical Cooperation programme.

## SUPPORTING GLOBAL AIR TRANSPORT NEEDS

ICAO’s Technical Cooperation Programme provides advice and assistance in the development and implementation of projects across the full spectrum of civil aviation aimed at the safety, security, environmental protection and sustainable development of national and international civil aviation.

The Technical Cooperation Programme is conducted under the broad policy guidance of the ICAO Assembly and ICAO’s Governing Council. Subject to general guidance by the Secretary General, the Technical Cooperation Programme is executed within ICAO by the organization’s Technical Cooperation Bureau (TCB).

Since its establishment in 1952, the Technical Cooperation Bureau (TCB) has implemented a very wide range of civil aviation projects. Its mission is to efficiently respond to the civil aviation technical needs of ICAO Member States, ensuring compliance with ICAO standards and recommended practices and cooperating with them in the sustainable development of Air Transport and Air Navigation, as well as capacity-building.

## GACS 2014 AGENDA

2014 Event Dates	Themes to be covered
Tuesday, 30 September	Technical Cooperation Programme in Response to State’s Needs
	Aviation Safety Issues in the Context of Technical Cooperation
Wednesday, 1 October	Aviation Security Issues in the Context of Technical Cooperation
	Air Navigation Services and New Technologies
Thursday, 2 October	Airport Management and Best Practices
	ICAO Guidance through Technical Cooperation
Friday, 3 October	Aviation Economic Growth and Development

Iván Galán, Director of ICAO's Technical Cooperation Bureau, said that "in developing projects and initiatives, TCB continues to promote sustainable solutions in the aviation field. This represents a key objective which often encompasses improvements to a State's Aeronautical infrastructure and Services that in turn promote better human, social and economic conditions."

Whether TCB projects involve building infrastructure, imparting training, capacity-building or feasibility studies, an event such as the Global Aviation Cooperation Symposium is seen as a strong catalyst in enabling ICAO and the Technical Cooperation Bureau to convey not only opportunities for States, but for States and the Aviation community to share experiences and lessons learned for the betterment of civil aviation as a whole.

ICAO TCB seeks to assist and foster the sustainable growth of air transport by supporting all aspects of civil aviation activity, targeting human resources, infrastructure and services, technology transfer and capacity-building objectives in compliance with ICAO Standards and Recommended Practices (SARPs).

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## In developing projects and initiatives, the ICAO Technical Cooperation Bureau continues to promote sustainable solutions in the aviation field.

TCB provides support to more than 115 States in the development and implementation of over 150 projects each year, with services falling into three main categories: Recruitment/Provision of expert consultants, procurement of civil aviation equipment and services, and Training Programmes.

"Many entities approach TCB with a wide spectrum of projects, each one with its own unique set of challenges and priorities," commented Patrick Molinari, ICAO TCB Acting Deputy Director. "Together with our colleagues in the ICAO Air Navigation and Air Transport Bureaus, TCB's effective project management and ISO Quality Management System allows us to develop and deliver projects that not only

meet their full potential, but seek to transfer a sustainable long term solution and associated capacities."

As a United Nation's specialized Agency, ICAO TCB can offer those services under most favorable and cost-effective conditions and guarantees strict neutrality, transparency and objectivity. Its advice is therefore governed solely by objective technical and financial considerations. ■

### PURPOSE AND GOALS OF THE 2014 SYMPOSIUM

#### 1. Promote ICAO Standards and Recommended Practices (SARPs) and the role and resources of its Technical Cooperation Programme (TC)

The Symposium will discuss the new or amended provisions in the relevant Annexes concerning Safety and Security, as well as related guidance material within the context of Technical Cooperation. The Symposium will also give a general overview of the TC programme's services and best-practices in providing capacity-building assistance to Member States and regional organizations.

#### 2. Assist States to identify needs and comprehensive solutions to common deficiencies found in ICAO audits

The Symposium will provide an opportunity to discuss ascending needs identified as a result of deficiencies found through ICAO's audit programmes. States will have the chance to capture commonly found issues, solutions and best-practices shared by the presentation of TC projects. Project Successes, challenges, and implemented technical solutions will be showcased for each region in operation.

#### 3. Share common aviation challenges and the use of best practices for the future of Civil Aviation

Industry leaders, technical experts, and national and international specialists will be at the heart of the Symposium's discussions. These industry experts will share their knowledge and perception of current and emerging trends and innovations within the context of technical cooperation. Safety and Security concerns will be discussed across the areas of civil aviation master plans, air traffic management services, airport modernization, safety oversight, regulatory frameworks, MRTDs, ePassports and more.

#### 4. Strengthen institutional and cross-industry relationships

The Symposium will gather ICAO experts, Member States, industry providers, as well as national, regional and international organizations, who will all be invited to enhance collaboration through improved technical cooperation.



# NEWS IN BRIEF



## ICAO, SINGAPORE, FORGE NEW AGREEMENT ON LEADERSHIP AND MANAGEMENT TRAINING

The International Civil Aviation Organization (ICAO) and the Government of the Republic of Singapore signed a new Memorandum of Understanding (MoU) yesterday, supporting their increased collaboration on leadership and management training for the civil aviation sector.

The agreement was formalized by Olumuyiwa Benard Aliu, President of the ICAO Council, and Lui Tuck Yew, Minister for Transport of the Government of Singapore. Aliu was in Singapore to provide a keynote address at the Singapore Airshow Aviation Leadership Summit, where he recognized the significant contributions of Singapore and the Singapore Aviation Academy to the development of civil aviation around the world, particularly in the areas of training and international cooperation.

"This cooperative agreement will help ICAO and Singapore to bring an increased level of focus to global and regional civil aviation training needs over the near-term," Aliu remarked, "both for improved learning and human capital development opportunities."

"Singapore is a strong advocate of developing aviation leadership and human capital, which are key to addressing the challenges facing global aviation with its rapid growth," added Yap Ong Heng, Director General of the Civil Aviation Authority of Singapore. "Singapore's partnership with ICAO in leadership and management training affirms our commitment to contribute in a meaningful way to advancing international civil aviation."

ICAO-Singapore collaboration under the new MoU will be focused around the development and delivery of leadership and management training and professional programmes, joint conferences, seminars and courses, the sharing of speakers, moderators and instructors and the exchange of information in areas of mutual interest in the field of civil aviation.



Olumuyiwa Benard Aliu, President of the ICAO Council (left), and Lui Tuck Yew, Minister for Transport of the Government of Singapore, signing a new MoU supporting their increased collaboration on leadership and management training for the civil aviation sector.

## AFI/MID FAL SEMINARS

In February 2014, ICAO organized two Regional Facilitation (FAL) Seminars which updated Governments on ICAO FAL Programme developments. Covered during the Seminar sessions were areas such as compliance/implementation issues related to Annex 9 – *Facilitation*, Advance Passenger Information (API) and Passenger Name Record (PNR) data exchange, inadmissible persons and deportees, access to air transport by persons with disabilities, cargo facilitation, and other topics.

The first Seminar was held in Nairobi, Kenya, from 18-21 February 2014, for States in the ICAO Eastern and Southern African and Western and Central African (WACAF) Region. One hundred and eleven delegates, from twenty-five States and three organizations attended.

The second, was held in Cairo, Egypt, from 24-27 February 2014, for States in the ICAO Middle East (MID) Region. Sixty-four participants from fourteen States and one organization attended.



The 60+ participants to the recent ICAO Regional Facilitation (FAL) Seminar in Cairo, Egypt. A second event was held earlier in Nairobi, Kenya.

## TWENTY-FIFTH DIRECTORS OF CIVIL AVIATION OF THE EASTERN CARIBBEAN MEETING (E/CAR/DCA/25)

The Twenty-fifth Directors of Civil Aviation of the Eastern Caribbean Meeting (E/CAR/DCA/25) was held in St. John's, Antigua and Barbuda, from 3 to 5 December 2013. It was hosted by the Eastern Caribbean Civil Aviation Authority (ECCAA).

The event included 22 delegates from France, Jamaica, Sint Maarten, Trinidad and Tobago, United Kingdom, United States, ECCAA and IATA. The Meeting documentation and report are available at: [www.icao.int/NACC/Pages/meetings-2013-ecardca25.aspx](http://www.icao.int/NACC/Pages/meetings-2013-ecardca25.aspx)



## ARTICLE 83 BIS DEPOSIT BY THE COMMONWEALTH OF THE BAHAMAS

On 7 February 2014, during a brief ceremony at ICAO Headquarters, the Commonwealth of the Bahamas deposited an instrument of ratification to the Protocol of Amendment to the *Convention on International Civil Aviation* relating to Article 83 bis (Montreal 1980).



Shown on the occasion (from left to right) are: Capt. Patrick L. Rolle, Director of Civil Aviation for the Bahamas; Raymond Benjamin, ICAO Secretary General; Dr. Calsey Johnson, High Commissioner for the Commonwealth of the Bahamas in Canada; and Julea R. Brathwaite, ICAO Technical Safety Coordinator.



## Mitigating our Deadliest Risk Area

Loss of Control Inflight (LOCI) events have resulted in more fatalities in scheduled commercial operations than any other category of accidents over the last ten years, making the reduction of LOCI safety risks a global aviation safety priority. ICAO's Loss of Control In-flight Symposium

will therefore examine the full range of LOCI accident factors, review current programmes and results in LOCI risk mitigation, and seek to drive better coordination on future global initiatives. For more information please visit: [www.icao.int/meetings/LOCI](http://www.icao.int/meetings/LOCI)



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