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SERVICES

SUMMARY OF INFORMATION MADE AVAILABLE BY RELEVANT INTERNATIONAL ORGANIZATIONS

Note by the Secretariat

Addendum

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

The International Civil Aviation Organization (ICAO) has submitted to the secretariat a publication on the Work Programme of the Organization for the years 1984-1986. Excerpts from the ICAO report are presented hereafter. The information in the present document should be read in conjunction with the information appearing in MDF/17, pages 42-48.

The ICAO Work Programme statement (Doc. 9380) sets forth the proposed programme of activities for the Organization to be carried out during the years 1984-1985-1986. As the Work Programme provides the basis upon which the Budget Estimates are established, it concentrates upon the work of the international Secretariat and the operation of ICAO, the participation of National Representatives and experts in the work of the Organization being at national expense. This Work Programme covers both the activities of the Regular Programme, to be financed by the ICAO appropriations made by the Assembly after consideration of the Budget Estimates, and the activities of the ICAO Technical Assistance Programme, financed entirely by extra-budgetary resources administered separately from the Regular Programme through the Administrative and Operational Services Cost Fund.

The work of the ICAO Secretariat may be considered as falling under five broad categories:

- (a) technical, economic and legal support to the deliberations of the Assembly, the Council, the Air Navigation Commission, Council Committees, and to ICAO meetings of all types at the world-wide and at the regional levels in the development and progressive amendment of international civil aviation law and regulations (Conventions, Standards, Recommended Practices, Procedures, Regional Plans, Agreements, Protocols and the like);

(b) collection, analysis, summarization and publication of Air Navigation and Air Transport information, statistics and research studies authorized or required by the Convention, Assembly resolutions or the Council;

(c) provision of guidance and assistance to States in implementation of material developed under category (a) above, and in States' systems for provision of information under category (b) above;

(d) provision of technical assistance to States in the field of civil aviation: under the auspices of the United Nations Development Programme; from Funds-in-Trust provided by States; and through the provision of the Civil Aviation Purchasing Service for purchases financed by States;

(e) administrative support to all of the above activities, which support includes language services (interpretation and translation), personnel, financial, data processing, conference and publications services.

The above work activities referred to under categories (a), (b), (c), and (d) above are performed by the Air Navigation, Air Transport, Legal and Technical Assistance Bureaux (assisted by the Regional Offices) and are set forth in this Work Programme under headings corresponding to those Bureaux, with descriptions of the many types of subject matter anticipated to be dealt with during 1984-1985-1986. The administrative support activities (category (e) above) are largely common to all international organizations such as ICAO and will be explained in connection with the presentation of the Budget Estimates, both in relation to the Regular Programme and technical assistance activities which are financed through the Administrative and Operational Services Cost Fund.

The principal means used by ICAO to accomplish its regular work objectives are meetings of the Assembly, the permanent bodies, conferences, divisional meetings, regional meetings, panels and study groups; and issuance of documentation, including publications. These two principal means are reciprocal and mutually supporting, in that virtually all meetings are conducted on the basis of documentation prepared in advance by the Secretariat (and by States), and the results and decisions of the meetings are communicated to States by publications. Both meetings within the regions (such as seminars and workshops) and publications (such as technical manuals and circulars) are utilized for implementation purposes and in provision of guidance and assistance to States. Other means include, of course, correspondence with and official missions to States. These means are used in accomplishing the objectives within the Air Navigation, Air Transport and Legal fields.

I. AIR NAVIGATION BUREAU

The main activities of the Air Navigation Bureau stem from Articles 37 and 44 of the Convention. In carrying out the functional missions that have devolved therefrom and to keep in step with operational growth as well as technological changes in international civil aviation, general on-going and ad hoc short-term activities are required by the Bureau.

The Bureau will continue developing and processing of amendments to existing Standards and Recommended Practices (SARPS) and Procedures for Air Navigation Services (PANS). These provide the basis for the standardization of equipment and practices essential to the safe, regular and efficient conduct of international civil air navigation.

The Bureau will continue to provide assistance and foster the application of SARPS and PANS, the responsibility for which devolves on each Contracting State. The Bureau will prepare technical publications and continue with the programme for providing manuals and circulars to give guidance to States on the implementation of SARPS, PANS and regional plans and will ensure that this material reflects current practices and needs.

The Bureau will assist the development and maintenance of regional plans and regional supplementary procedures and coordinate this work with the development of SARPS and PANS. Studies will be conducted to find ways of improving regional planning processes and to meet the changing needs of States. The Bureau also will continue to support the technical work of regional offices in the implementation of air navigation plans.

The Bureau will continue to collect, analyse and publish technical information and studies as authorized or required by the Convention and by the Assembly, Council and Air Navigation Commission decisions.

The general developments in international civil aviation will be monitored and the Bureau will make proposals to the Air Navigation Commission and the Council for such action as may be required to further the objectives of the Organization.

States will be encouraged to provide the Organization with current information on the progress of research and development projects of interest to ICAO. The Bureau will recommend action to the Air Navigation Commission for promulgating timely operational requirements or technological applications for improvements in air navigation fields.

The Bureau will provide secretariat services and technical advice to the Assembly, Council, Air Navigation Commission, divisional and regional air navigation meetings, panels and other bodies that are employed in furthering the technical work of ICAO. Actions will be initiated by the Bureau to carry out the decisions of these bodies.

As many of the problems and activities in the air navigation field are of a multi-disciplinary nature, extensive co-ordination among the several sections of the Bureau as well as with the regional offices is carried out.

Co-operation with other international organizations or bodies and coordination of activities in areas of common concern is an important and growing task of the Bureau. This requires close liaison as well as participation in non-ICAO meetings dealing with matters of joint interest.

The Bureau will support the work of the Technical Assistance Bureau in planning and implementation of air navigation facilities and services in individual States. This involves provision of technical advice relating to equipment procurement, staffing, training and technical execution of assistance projects.

Technical and operational advice on jointly financed facilities and services will be provided by the Bureau. This may require participation in joint financing (technical) missions to States concerned. The Bureau will advise other Secretariat Bureaux on navigation problems and will assist in public relations efforts of the Organization.

The Operations/Airworthiness Section is responsible for the development and updating of Annexes 5, 6 (Parts I and II), 7, 8, 16 (Volumes I and II) and 18 as well as the PANS-OPS and a number of technical manuals and circulars. Activity encompasses aircraft flight and ground operations; aircraft performance; airworthiness; aircraft environmental matters related to noise, engine emissions and sonic boom; the air transportation of dangerous goods and the standardization of units of measurement used in air and ground operations.

II. AIR TRANSPORT BUREAU

The functions of the Organization in the air transport field derive from the Convention, in particular the Preamble and Article 44, which establish the aims and objectives of the Organization; Articles 54 and 55, which define the mandatory and permissive functions of the Council; Articles 22, 23 and 37(j), which provide the authority for the development of the Organization's programme for the facilitation of international air transport; and Chapter XV, which authorizes the Organization's involvement in joint financing.

A number of Assembly resolutions authorize the Council to undertake specific tasks in the air transport field. Most recently, the 23rd Session of the Assembly, acting upon recommendations of the Second Air Transport Conference (1980), responded to important changes, needs and developments in international air transport and gave some new directions for the ICAO work programme in the air transport field. These relate particularly to mechanisms for the establishment of airline fares and rates and to

regulation of air transport services. It also directed that the feasibility of a compilation of ICAO conclusions and discussions in the air transport field be examined.

Air Transport Bureau activity will continue to include the regular and continuing provision of information, guidance material and support to States in the conduct of their civil aviation responsibilities, as directed and required by the Assembly and the Council. To accomplish this objective, and the specific tasks, the Bureau will continue to monitor and assess all available information in the air transport field, consulting with States and collecting information from them through correspondence. Consultative bodies in various fields will meet from time to time.

Guidance material and information developed by the Organization will be published in documents, circulars, digests of statistics and manuals. The Air Transport Bureau will promote application of these results through missions to States and through informal workshop meetings and informal area meetings conducted in the regions.

Close liaison and co-operation will be maintained in air transport matters with the United Nations and other international organizations, including the regional civil aviation organs: the African Civil Aviation Commission, the European Civil Aviation Conference and the Latin American Civil Aviation Commission.

Within the Bureau there will be instances of required coordination of sectional activities in carrying out specific functions. For example, the production of regional air transport studies requires contributions, in varying degrees, from all sections. Similarly, other functions, such as some of those in the facilitation area, will also involve other Bureaux in the Secretariat as well as outside bodies and organizations.

The Bureau will report to the Air Transport Committee and the Committee on Joint Support of Air Navigation Services on the progress of its work programme within the fields of responsibility of these two bodies and will provide support to these Committees.

III. THE REGIONAL OFFICES IN ICAO

The work of the Regional Offices will reflect a growing recognition of the need for increased efforts to foster implementation of the facilities and services required by international civil aviation and of the associated Standards, Recommended Practices and Procedures. To this end the Regional Offices will continue to be the main ICAO instrument for follow-up of recommendations of Regional Air Navigation Meetings and Regional Planning Groups as approved by Council or the Air Navigation Commission.

The day-to-day implementation work of the Regional Offices has always varied to some extent, depending on the stage of development of the technical services in their areas of accreditation and on the density and complexity of traffic there. For most offices the prime task will continue to be the provision of advice and assistance to the States to which they are accredited on matters associated with the implementation of facilities and services in accordance with ICAO air navigation plans. In other regions particularly in the North Atlantic and European Regions, the main emphasis will continue to be on coordinating, through consultations and meetings, the implementation plans and action of States. This trend is expanding into other regions of the world. All offices will monitor serious deficiencies in the provision of facilities and services reported by the operators and provide advice and assistance to States in overcoming these problems.

Increasing emphasis will be laid on systems planning and systems development. This creates a need for coordinating systems implementation, which, more often than not, will require the combined efforts and co-operation of a number of States, including the consideration of the cost impact on operations of non-implementation and also on the cost aspects of implementation. System planning and coordination requirements have also created a trend towards establishment of Regional Planning Groups to ensure continuing planning and implementation activities, as exemplified by the NAT Systems Planning Group, the Africa-Indian Ocean Planning and Implementation Group and the European Air Navigation Planning Group and the new regional planning processes now on trial application in the European Region. The Administrative and technical support needs of such Regional Planning Groups will continue to be met by the Regional Offices concerned.

The Regional Offices, in the past, were traditionally most closely associated with air traffic services, communications, meteorology, search and rescue and aeronautical information services. However, increasing requirements for expansion and development of the civil aviation infrastructure require that Regional Offices provide advice and assistance also in other technical fields.

The results of seminars and workshops in the air navigation field have been very encouraging and Regional Offices will continue to arrange and conduct seminars and workshops in these fields where expertise is available in the Regional Office concerned as well as in fields where assistance is required from Headquarters personnel, e.g., aviation medical matters, accident investigation, aeronautical information services, aviation security matters, etc.

The Regional Offices will continue to advise States on how to satisfy their requirements for technical assistance in various fields, many of which are directly related to the implementation of Regional Plans. In addition, the Regional Offices will continue to act under delegated authority in respect of administration of regional technical assistance experts and of awards of fellowships in regional training programmes.

Special implementation projects supplement the normal work of the Regional Offices. They consist of assignment of experts who investigate implementation problems. Special implementation projects are established with the approval of Council acting on recommendations from the Standing Group on Implementation. The Regional Offices will continue to play their vital rôle in project identification and formulation, as well as project supervision and follow-up once individual projects have been approved by Council.

Regional Offices must continue to be alert to developments of non-technical nature which might require the planning and coordinated implementation of alternative air traffic services schemes, including supporting services, if the services envisaged in the air navigation plan cannot be provided. Recent experience indicates that considerable efforts will be required by Regional Offices in the coming triennium for the preparation of such contingency plans sufficiently in advance of a potential crisis to avoid disruption of services.

The rôle of the Regional Offices in the air transport field is to establish and maintain close relations with the competent authorities of the national administrations of the States in their regions dealing with the regulation, economics, statistics and facilitation of international air transport.

IV. LEGAL BUREAU

General. The constitutional and legal functions of the Organization are vested primarily in the Assembly and the Council (Parts II to IV of the Chicago Convention). Legal problems, including questions of procedure, do arise in various other bodies and different types of meetings and require the provision of legal advice and services. The duties and functions of the Legal Committee, which is a permanent committee of the Organization constituted by the Assembly and responsible to the Council, include studies of matters relating to public and private international air law and the preparation of draft conventions for the unification of international air law; the current General Work Programme of the Legal Committee is set forth in paragraph 97 below. International conferences of plenipotentiaries ("diplomatic conferences") are convened by the Council under Assembly Resolution A7-6 to consider, with a view to approval, draft conventions prepared by the Legal Committee.

Activities of the Legal Bureau. The activities in the legal field will include the provision of legal advice and assistance to the Secretary General and through him to the various bodies of the Organization; research and services, including preparation of documentation for the Legal Committee, Diplomatic Conferences, Council and Assembly and other meetings; discharge of functions in relation to international agreements of which ICAO is the depositary; registration of aeronautical agreements and

arrangements under Article 83 of the Chicago Convention; collection of national laws and regulations relating to civil aviation; preparation of various reports, e.g., material for the United Nations Juridical Yearbook; representation of the Secretary General in appeals coming before the Advisory Joint Appeals Board and the United Nations Administrative Tribunal; provisions of legal advice to other Bureaux of the Organization and to Representatives of States; keeping the Repertory Guide to the Convention on International Civil Aviation up to date.

Main activities in the years 1984-1985-1986. The priorities in the legal field will be determined by the General Work Programme of the Legal Committee. During the 23rd Session of the Assembly, the Legal Commission thoroughly reviewed the General Work Programme of the Legal Committee, having regard to the anticipated developments and requirements of international civil aviation in the 1980's. The Commission believed that only legal problems of sufficient magnitude and practical importance requiring an urgent international action should be included in the General Work Programme.

Co-operation and co-ordination with other organizations. The Organization will continue to co-operate in legal activities with the United Nations and other international organizations and, as decided by the 23rd Session of the Assembly, the Council shall request the Legal Committee, if and when necessary, to study with due priority the implications for the Chicago Convention, Annexes and other international air law instruments, of the results of important decisions taken within the framework of the United Nations and other international bodies; this will include the subjects of the Relationship of Airspace and Air Law with Outer Space and Development of Law relating to Outer Space, Law of the Sea, Responsibility of States, States Succession, International Multimodal Transport of Goods, Carriage of Dangerous Goods, etc.

V. TECHNICAL ASSISTANCE BUREAU

The technical assistance activities of ICAO and the functions of the Technical Assistance Bureau derive from a series of resolutions adopted by the Economic and Social Council of the United Nations, the UN General Assembly, the ICAO Assembly and the ICAO Council. The constitutional basis for ICAO's participation in technical assistance activities rests essentially upon the following decisions: the ICAO Council's decision at its Eighth Session in December 1949 to endorse the UN ECOSOC Resolution 222 (IX), thereby approving ICAO's participation in the Expanded Programme of Technical Assistance (EPTA) for economic development; the 1950 ICAO Assembly's Resolution A4-20 ratifying the aforementioned decision of the Council; the ICAO agreement with the United Nations in 1960 to participate in the UN Special Fund for technical assistance; and the signature of the standard agreement between ICAO and UNDP (into which EPTA and the UNSF had been merged in 1966) under which ICAO agreed to act as Executing Agency of UNDP.

The Office of the Director of TAB provides the overall management of the Technical Assistance Bureau and the TA programme, coordinating the work of the Field Operations Branch and the Field Services Branch.

The Office provides services throughout the Bureau for the improvement of Management Information Systems, including computerization of data; efficient organization and management of operations; registration of files and the provision of communications services.

Since 1982, the Office includes an evaluation capacity whose function is to organize with Governments and other concerned parties in-depth evaluations of large scale ICAO projects aimed at quality assurance and ascertaining the impact of technical assistance activities.

The Programme Budget Office is responsible for the budgetary and expenditure control of all technical assistance activities in accordance with ICAO and UNDP financial rules, regulations, practices and procedures, and within the framework of sound financial management and control systems having the functional approval of the Chief, Finance Branch.

During the triennium 1984-1986, the rôle of the Technical Assistance Bureau will continue to be to assist developing States, at their request, to define their requirements for the development of their civil aviation and, having done so, to co-operate with them in the formulation and execution of projects to enable the States concerned to reach their objectives in the sector by the most effective means. In order to achieve this aim, close coordination will continue to be maintained between TAB and the other Bureaux at ICAO Headquarters and between experts in field missions and ICAO Regional Offices.

It is also envisaged that ICAO planning and formulation missions will again be available to States during the triennium.

At the same time, recognizing that while ICAO's share of UNDP's limited programme resources is unlikely to grow significantly, the needs for the improvement and expansion of the civil aviation sector in developing States are extensive and in many instances critical, it is imperative that ICAO should redouble its efforts already underway to endeavour to enlarge its resources for this purpose.

The Work of the Technical Assistance Bureau falls under two broad categories that reflect the organizational structure of the Bureau adopted by the Council in 1981:

The Field Operations Branch (FOB) and the
Field Services Branch (FSB)

The functions and activities of these two branches are outlined below:

The Field Operations Branch and the Technical Assistance Officers stationed in the Regional Offices will continue to be responsible for reviewing the civil aviation sectoral needs of developing countries and for the preparation of sectoral inputs into UNDP country and inter-country programme exercises and similar exercises related to other funding sources, whenever necessary; identifying and designing priority projects; and monitoring and providing overall backstopping to the field programme during both its elaboration and implementation phases.

The Field Services Branch's rôle will continue to be to supply, in a timely fashion, the ICAO inputs into projects by means of experts and consultants recruited from the Field Personnel Section's constantly expanding expert roster; the awarding of fellowships by the Fellowships Section at over 200 training institutes around the world, in both developed and developing countries; and the provision by the Field Procurement Section of equipment and sub-contractual services with the aid of an increasingly comprehensive Suppliers of Equipment Information Retrieval System (SEIRS).