

**REPORT ON ICAO ACTIVITIES
MARY-ANNE STEVENS**

It is an honour to be here among such a distinguished company, and it is a great honour to have been chosen to as the FAI representative to ICAO. I hope that I can live up to your expectations; that I can promote and sustain a mutually beneficial relationship between the FAI and ICAO.

In case there are those among you who are not familiar with ICAO, I plan to take a few minutes now to explain the background and structure of the organization, so if you are already familiar with ICAO you may want to take this opportunity to go and get a coffee, then I want to briefly mention some of the issues that ICAO will be looking at in the near future, and where our interests lie in relation to its plans.

The convention on International Civil Aviation was signed at Chicago on December 7, 1944 by 52 states, and ICAO came into existence after ratification of that convention. In October of 1947 the International Civil Aviation Organization became a specialized agency of the United Nations, linked to the Economic and Social Council.

The Chicago convention set out the purpose of ICAO in these words:

"WHEREAS the future development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet its abuse can become a threat to the general security; and

WHEREAS it is desirable to avoid friction and to promote that co-operation between nations and peoples upon which the peace of the world depends;

THEREFORE, the undersigned governments having agreed on certain principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically;

Have accordingly concluded this Convention to that end."

So while ICAO is almost 40 years younger than our FAI, it is based on many of the same principles of co-operation and safety. It was established as a means to secure international co-operation and the highest possible degree of uniformity in regulations and standards, procedures and organisation regarding civil aviation matters. The founding convention laid the foundation for a set of rules and regulations regarding air navigation as a whole which brought safety in flying a great distance forward and paved the way for the application of a common air navigation system throughout the world.

ICAO was founded to establish rules concerning the training and licensing of aeronautical personnel, communications systems and procedures, rules of the air and air traffic control, airworthiness requirements for aircraft engaged in international flight, including their registration and identification, and standards for aeronautical meteorology, maps and charts. And I think it obvious to all of us why uniformity was required if aviation was to develop on an international scale.

ICAO also divided the surface of the earth into regions where distinct air navigation problems existed, such as the North Atlantic region where the primary issue was long range overseas navigation, and the Europe-Mediterranean region which required the co-ordination of trans-european flight with short-range and domestic flight. At present there are seven regions which are treated individually for air navigation issues, but always with the objective of a seamless system of global air traffic management and the support and development of international air transport.

At present there are 189 contracting states and the organization is made up of an Assembly of representatives from all contracting states which meets every three years, a Council composed of 36 states which is elected by the Assembly for a three-year term, and the Secretariat. The chief officers are the President of the Council and the Secretary General.

The Secretariat of ICAO is divided into five divisions: the Air Navigation Bureau, the Air Transport Bureau, the Technical Co-operation Bureau, the Legal Bureau and the Bureau of Administration and Services.

ICAO's key activities include the establishment of International standards, particularly in technical fields of aviation, regional air navigation meetings, the collection and publication of world aviation statistical data and economic studies, the promotion of civil aviation in developing countries and the facilitation of the development and adoption of a code of international air law.

The strategic objectives of ICAO for the next five years include:

- Enhancing global civil aviation safety and security
- Minimizing the adverse effect of aviation on the environment
- Enhancing the efficiency of aviation operations
- Maintaining the continuity of aviation operations; and
- Strengthening the law governing international civil aviation

Under the safety and security objectives they will identify risks and develop a global response to them, monitor implementation of ICAO provisions by States and conduct aviation safety and security oversight audits.

Under environmental protection they will develop and promote measures to reduce the number of people affected by aircraft noise, reduce the impact of aircraft engine emissions on air quality and reduce the impact of aviation greenhouse gas emissions.

In pursuit of the objective of efficiency ICAO will develop air navigation plans that reduce unit costs, facilitate increased traffic and optimize the use of existing and emerging technologies.

They will identify and manage threats to the continuity of air navigation by assisting States to resolve disagreements that create impediments, respond quickly to mitigate the effects of natural or human events that may disrupt air navigation and work with other international organizations to prevent the spread of disease by travelers.

And finally ICAO will strengthen the law governing international civil aviation by maintaining, developing and updating international air law through such things as providing model legislation for contracting States and providing mechanisms for the settlement of civil aviation disputes.

These are ambitious objectives, but they are in concert with our objectives, and we can enthusiastically support them in these activities.

The major divergence between ourselves and ICAO is that they are focused on commercial aviation, particularly between countries, while we are focused on sport aviation, and flights that normally do not cross national borders, although transborder flights are becoming more frequent, and we certainly wish to encourage the participation of sportspersons in activities outside of their own country.

But it is the distinction between commercial and sport aviation which makes it imperative for us to ensure that we are involved in the activities and discussions at ICAO. It would be far too easy for an initiative from the officials representing various countries at ICAO, who, by the way, are often employed by the aviation regulator, to make rules which either deliberately or inadvertently restrict activities we promote.

As some of you know, last year a technical committee of ICAO was examining the pilot licensing standards, and were it not for the effective intervention of Don Koranda and his team we could have seen tremendous harm done to several of our air sports. Fortunately we were able to head off their well-intentioned, but misdirected efforts to improve safety through increased regulation without fully understanding the impact the proposed changes would have on sport aviation.

Recently ICAO has issued its proposal for amendments to the medical standards for pilots and other aviation personnel. While these revisions are very welcome, there is more work to be done to rationalize the medical standards for air sports pilots, and we owe a great deal of thanks to Dr. Peter Saundby for the work that he has been doing and continues to do in this area, as it is an important issue for many of us.

I would like to thank our President for his support, including his trip to the ICAO headquarters in Montreal in May to meet the President of ICAO, Dr. Assad Kotaite, to express our intention of working together, and I would like to thank Max for his help in making the contacts I have needed and ensuring that I have received the information I needed in a timely fashion.

As we look to the near future, another issue we need to keep an eye on is air space. It is not hard to understand why commercial airlines think that life would be much easier if they could just restrict their airspace to their use alone. We will need to be vigilant in our efforts to help them recognize that the airspace does not belong to them, that we have to share, and that we will need mutually acceptable rules for sharing this particular playground.

A few of you have been in touch with me seeking assistance on regulatory questions, and I am painfully aware that I have not been nearly as helpful as I would like to have been. My apologies for that. I have met some very good people at ICAO and have been fortunate to make good connections in some areas, but I have not yet made contacts in all of the divisions and offices, so in some cases I have not been able to quickly put you in touch with the right people. I will make an effort to rectify that situation as soon as I can.

Equally there will be situations where I will require your help, possibly with assembling an overview of how various countries approach a particular issue, or with getting your views on a proposal being considered by a technical committee. In some cases I need responses quickly, either from as many countries as possible, or from the commissions. I am pleased to say that my experience to date has been very positive, and I have very much appreciated the assistance many of you have provided and especially the speed with which you have responded to my requests with the information I have needed to support our position. Needless to say your support is crucial.

I would encourage you to have a look at the ICAO web site (www.icao.int) (their documents are available in six languages) and learn a little more about the organization. Then please do not hesitate to get in touch with me if you have any questions or if there is any matter where you think I could provide you with some assistance. As I said at the beginning of my remarks, I will do my best to live up to your expectations.

Thank you for your attention. If you have any questions I would be happy to respond to them now if time permits, or you can find me later.

Mary Anne Stevens
FAI representative to ICAO