

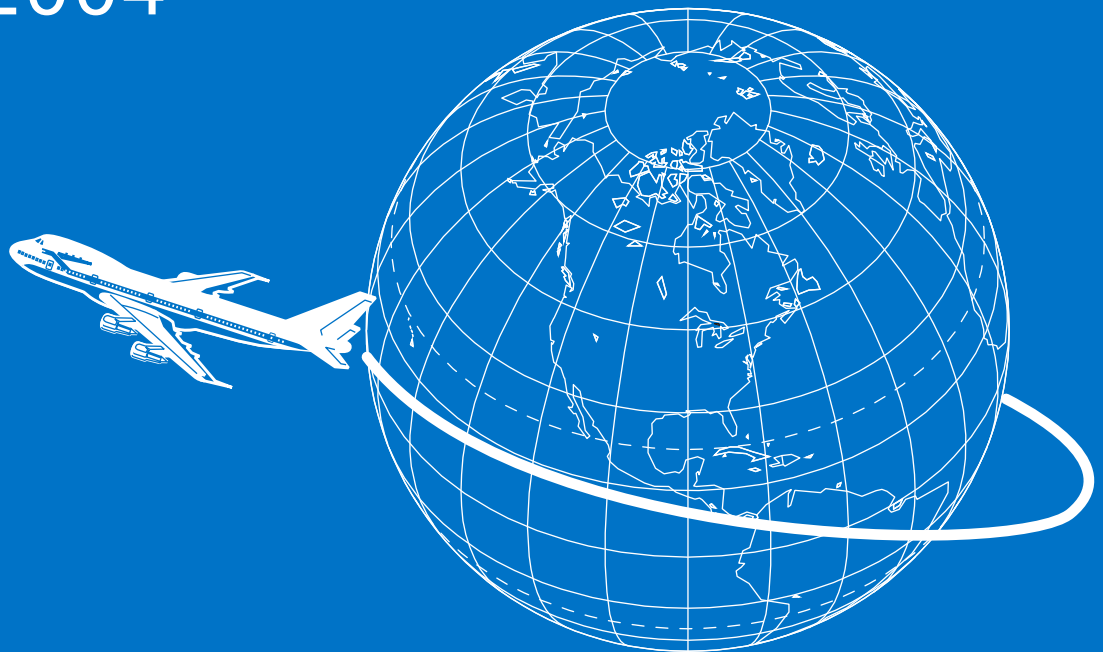
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International Civil Aviation Organization

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TO THE ASSEMBLY
OF THE
INTERNATIONAL CIVIL AVIATION ORGANIZATION

I have the honour to transmit, at the direction of the Council, its Report for the year 2004 prepared in compliance with Article 54(a) of the Convention on International Civil Aviation. It constitutes documentation for the next ordinary Session of the Assembly, which will be convened in 2007, but it is being circulated to Contracting States now for their information. It will also be sent to the Economic and Social Council of the United Nations in pursuance of Article VI, paragraph 2 (a) of the Agreement between the United Nations and ICAO.

The Report was prepared by the Secretariat and circulated in draft form to the Representatives of Council Member States for their suggestions. The Council, as a body, did not formally examine or adopt it but, as in the past, delegated to its President authority to approve the final text after considering all the suggestions received.

Sixty years ago, on 7 December 1944, ICAO was created with the signing of the Convention on International Civil Aviation. Since that time, it has been an effective forum for global cooperation among its Contracting States and members of the world aviation community in enhancing the safety, security and efficiency of our skies and airspace around airports.

From a fledgling industry to an important player in the world economy, air transport is today a vital part of our daily lives. It makes it possible for us as tourists or business people to safely and quickly reach practically any place on the face of the earth and provides us with many of the goods and services that we use everyday in homes and offices.

As we enter a new chapter in the Organization's history, we confidently set our sights on a challenging future, determined to continue striving for optimum safety and security; the continued progressive, worldwide liberalization of air transport; a globally interoperable, harmonized and seamless air traffic management system; maximum compatibility between the safe and orderly development of civil aviation and the quality of the environment; and the further development of a unified, global legal framework.

Yes, the direction has been set. Our goals are clear. Global cooperation remains the key to meeting all of these challenges, as it has guided us for the past 60 years.

Assad Kotaite
President of the Council

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GLOSSARY

- ACAC.** Arab Civil Aviation Commission
ACC. Area Control Centre
ACI. Airports Council International
ACS. Association of Caribbean States
ADB. Asian Development Bank
ADREP. Accident/Incident Data Reporting
ADS. Automatic dependent surveillance
ADS-B. Automatic dependent surveillance-broadcast
ADS-C. Automatic dependent surveillance-contract
AECI. Spanish Agency for International Cooperation
AENA. Airports and Air Navigation Authority
AEROCOM. Aeronautical communications
AEROMET. Aeronautical meteorological
AFCAC. African Civil Aviation Commission
AFCAP. Air Force Contract Augmentation Programme
AFDD. Audit Findings and Differences Database
AFI. Africa-Indian Ocean
AFIS. Aerodrome flight information service
AFRAA. African Airlines Association
AFS. Aeronautical fixed service
AFTN. Aeronautical Fixed Telecommunication Network
AGL. Above-ground level
AIDC. ATS interfacility data communications
AIS. Aeronautical information services
AIT. Airport International of Tocumen
AJAB. Advisory Joint Appeals Board
ALAR. Approach and landing accident reduction
AMHS. ATS message handling system
ANB. Air Navigation Bureau
ANP. Air Navigation Plan
AOSC. Administrative and Operational Services Cost
AOSCF. Administrative and Operational Services Cost Fund
AOT. Airports of Thailand
APHMWG. Air Passenger Health Multi-Disciplinary Working Group
ASECNA. Agency for Air Navigation Safety in Africa and Madagascar
AsMA. Aerospace Medical Association
ASTCs. Aviation Security Training Centres
ATAG. Air Transport Action Group
ATI. Air Transport Intelligence
ATM. Air traffic management
ATN. Aeronautical telecommunication network
ATNS. Air Traffic Navigation Services
ATO. Air Transportation Office
ATS. Air traffic services
AU. African Union
AVSEC. Aviation security
CAA. Civil Aviation Administration
CAA. Civil Aviation Authority
CAASL. Civil Aviation Authority of Sri Lanka
CACAS. Civil Aviation Caretaker Authority of Somalia
CAeM. Commission for Aeronautical Meteorology
CAEP. Committee on Aviation Environmental Protection
CAMP. Civil Aviation Master Plan
CANSO. Civil Air Navigation Services Organization
CAPS. Civil Aviation Purchasing Service
CAR. Caribbean
CARO. Civil Aviation Regulatory Office
CARSAMMA. CAR/SAM Monitoring Agency
CASC. Civil Aviation Safety Centre
CASP-AP. Cooperative Aviation Security Programme – Asia/Pacific Region
CASP.s. Cooperative Aviation Security Programmes
CAT. Category
CBS. Commission for Basic Systems
CEATS. Central European Air Traffic Services
CEB. Chief Executives Board
CFACC. Combined Forces Air Component Commander
CFR. Crash, fire and rescue
CGNA. Air Navigation Management Centre
CIENAM. International Centre for Aeronautical Training of Mexico
CIS. Commonwealth of Independent States
CNS/ATM. Communications, Navigation, Surveillance/Air Traffic Management
COCESNA. Central American Corporation for Air Navigation Services
COMESA. Common Market for Eastern and Southern Africa
COSCAP. Cooperative Development of Operational Safety and Continuing Airworthiness Project
COSPAS. Space System for Search of Vessels in Distress
CPDLC. Controller-pilot data link communications
CTA. Chief technical adviser
CVOR. Conventional VHF omnidirectional range
DAC. Civil Aviation Directorate
DAC. Department of Civil Aviation
DAGMAR. Database of aeronautical agreements and arrangements
DECEA. Department of Air Space Control
DGCA. Directorate General of Civil Aviation

- DINAC.** Directorate of Civil Aeronautics
DME. Distance measuring equipment
DMNB. 2,3-Dimethyl-2,3-dinitrobutane
DPKO. Department of Peacekeeping Operations
DVOR. Doppler VHF omnidirectional radio range
EAAP. European Association for Aviation – Psychology
EAC. East African Community
EANPG. European Air Navigation Planning Group
EASA. European Aviation Safety Agency
EC. European Community
ECA. Economic Commission for Africa
ECAC. European Civil Aviation Conference
ECCAIRS. European Co-ordination Centre for Aviation Incident Reporting System
ECOWAS. Economic Community of West African States
EDEN. Electronic Documents and Enquiry Network
EGNOS. European Geostationary Navigation Overlay Service
EIB. European Investment Bank
ESCAP. Economic and Social Commission for Asia and the Pacific
ETOPS. Extended range operations by twin-engined aeroplanes
EUR. European
EUROCONTROL. European Organisation for the Safety of Air Navigation
FAA. Federal Aviation Administration
FAI. Fédération aéronautique internationale
FANS. Future air navigation systems
FASID. Facilities and Services Implementation Documents
FIRs. Flight information regions
FIS. Flight information services
GAGAN. GPS and GEO Augmented Navigation
GASP. Global Aviation Safety Plan
GATS. General Agreement on Trade in Services
GCAA. General Civil Aviation Authority
GEPEJTA. Group of Experts on Policies, Economics and Legal Matters in Air Transport
GNSS. Global navigation satellite system
GRAS. Ground-based regional augmentation system
GREPECAS. CAR/SAM Regional Planning and Implementation Group
HCAA. Hellenic Civil Aviation Authority
HF. High frequency
HFDL. High frequency data link
HIAL. Hyderabad International Airport Limited
HLCM. High-Level Committee on Management
HLCP. High-Level Committee on Programmes
IAASM. International Academy of Aviation and Space Medicine
IAC. Institute of Civil Aviation
IAC. Interstate Aviation Committee
IAEA. International Atomic Energy Agency
IAOPA. International Council of Aircraft Owner and Pilot Associations
IATA. International Air Transport Association
IBAC. International Business Aviation Council
IBIS. ICAO Bird Strike Information System
ICC. International Chamber of Commerce
ICPO-INTERPOL. International Criminal Police Organization
IETC. International Explosives Technical Commission
IFALPA. International Federation of Air Line Pilots' Associations
IFATCA. International Federation of Air Traffic Controllers' Associations
IFATSEA. International Federation of Air Traffic Safety Electronics Association
IFFAS. International Financial Facility for Aviation Safety
IFSO. In-flight security officers
IHR. International Health Regulations
ILO. International Labour Office
ILS. Instrument landing system
IMO. International Maritime Organization
IMSO. International Mobile Satellite Organization
INAC. Instituto Nacional de Aviación Civil
INFRAERO. Technical Assistance Project to the Brazilian Company of Airport Infrastructure
IPCC. Intergovernmental Panel on Climate Change
IPV. Institute of Flight Protection
ISASI. International Society of Air Safety Investigators
ISBN. International Standard Book Number
ISDB. Integrated statistical database
ISO. International Organization for Standardization
ITU. International Telecommunication Union
JAA. Joint Aviation Authorities
JAR. Joint Aviation Requirements
KFOR. International Security Presence in Kosovo
LACAC. Latin American Civil Aviation Commission
LARs. Latin American Aviation Regulations
LAS. League of Arab States
LEB. Legal Bureau
MACL. Maldives Airports Company Ltd.
MANPADS. Man-portable defence systems
MECMA. Middle East Central Monitoring Agency
MID. Middle East
MNPS. Minimum navigation performance specifications
MoC. Memorandum of Cooperation
MOCAT. Ministry of Civil Aviation and Tourism
MONUC. Mission de l'Organisation des Nations Unies en République démocratique du Congo
MSAs. Management Service Agreements
MSAS. MTSAT satellite-based augmentation system
MTSAT. Multi-functional transport satellite
NAFISAT. North eastern African VSAT

NAIA. Ninoy Aquino International Airport	SARSAT. Search and Rescue Satellite-Aided Tracking
NARAST. North Asia Regional Aviation Safety Team	SATCC. Southern African Transport and Communications Commission
NAT. North Atlantic	SATCOM. Satellite communication
NAT SPG. North Atlantic Systems Planning Group	SBAS. Satellite-based augmentation system
NAVAIDS. Navigation aids	SBSTA. Subsidiary Body for Scientific and Technological Advice
NCC. Node Control Centre	SEARAST. Southeast Asia Regional Aviation Safety Team
NDB. Non-directional beacon	SINTAC. Integrated Information Systems of Civil Aviation
NDIA. New Doha International Airport	SISNOTAM. Implementation of the Aeronautical Information System
NLAs. New larger aeroplanes	SMCG. Safety Management Coordination Group
NPA. Non-precision approach	SMS. Safety management systems
NUICAF. Aeronautics of Physical Activity Science Institute	SRSG. Special Representative of the United Nations Secretary-General
OAS. Organization of American States	TC. Technical Committee
OECD. Organisation for Economic Co-operation and Development	TCB. Technical Co-operation Bureau
OFOD. On-flight origin and destination	TCC. Technical Competency Training and Certification
OIFM. Objectives Implementation Funding Mechanism	TCP/IP. Transmission Control Protocol/Internet Protocol
OPAS. Operational assistance	TF. Trust Funds
ORAT. Operational Readiness and Airport Transfer	TIACA. The International Air Cargo Association
OSCE. Organization for Security and Cooperation in Europe	UAT. Universal access transceiver
PANS-ABC. Procedures for Air Navigation Services – ICAO Abbreviations and Codes	UEMOA. Economic and Monetary Union of West Africa
PANS-ATM. Procedures for Air Navigation Services – Air Traffic Management	UNAT. United Nations Administrative Tribunal
PANS-OPS. Procedures for Air Navigation Services – Aircraft Operations	UNDP. United Nations Development Programme
PAPI. Precision approach patch indicator	UNDPKO. United Nations Department of Peacekeeping Operations
PCA. Presidency of Civil Aviation	UNEP. United Nations Environment Programme
PIRGs. Planning and Implementation Regional Groups	UNFCCC. United Nations Framework Convention on Climate Change
PKD. Public key directory	UNGIWG. United Nations Geographic Information Working Group
QNCATC. Queen Noor Civil Aviation Training Centre	UNMIK. United Nations Mission in Kosovo
RAB. Bolivian Aeronautical Regulation	UNODC. United Nations Office on Drugs and Crime
RAO. Regional Affairs Office	UPU. Universal Postal Union
RCC. REDDIG Coordination Committee	USAP. Universal Security Audit Programme
REDDIG. South American Digital Network	USOAP. Universal Safety Oversight Audit Programme
RNAC. Royal Nepal Airlines Corporation	VDL. VHF digital link
RNAV. Area navigation	VHF. Very high frequency
RNP. Required navigation performance	VoIP. Voice over Internet Protocols
RTSP. Required total system performance	VSAT. Very small aperture terminal
RVSM. Reduced vertical separation minima	WAAS. Wide area augmentation system
RVSM. Reduced vertical separation minimum	WAFS. World Area Forecast System
SADC. Southern African Development Community	WCO. World Customs Organization
SAFA. Safety Assessment of Foreign Aircraft	WGS. World Geodetic System
SAFTII. Secure and Facilitated International Travel Initiative	WHO. World Health Organization
SAM. South American	WMO. World Meteorological Organization
SAR. Search and rescue	WRC. World Radiocommunication Conference
SARM. Security Audit Reference Manual	WRIGHT. WHO Research Into Global Hazards of Travel
SARPs. Standards and Recommended Practices	
SARs. Special Administrative Regions	

CHAPTER 1. FACTS ABOUT ICAO

what it is . . .

what it does . . .

how it works . . .

WHAT IT IS . . .

The International Civil Aviation Organization (ICAO) is a specialized agency of the United Nations and was created with the signing in Chicago, on 7 December 1944, of the *Convention on International Civil Aviation*. ICAO is the permanent body charged with the administration of the principles laid out in the Convention. It sets the standards for aviation safety, security, efficiency and regularity, as well as for aviation environmental protection, and encourages their implementation.

ICAO's membership comprises 188 Contracting States. Its headquarters are in Montréal and it has regional offices in Bangkok, Cairo, Dakar, Lima, Mexico City, Nairobi and Paris.

WHAT IT DOES . . .

The aims and objectives of ICAO, as contained in Article 44 of the Chicago Convention, are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport so as to:

- ensure the safe and orderly growth of international civil aviation throughout the world;
- encourage the arts of aircraft design and operation for peaceful purposes;
- encourage the development of airways, airports and air navigation facilities for international civil aviation;
- meet the needs of the peoples of the world for safe, regular, efficient and economical air transport;
- prevent economic waste caused by unreasonable competition;
- ensure that the rights of Contracting States are fully respected and that every Contracting State has a fair opportunity to operate international airlines;
- avoid discrimination between Contracting States;
- promote safety of flight in international air navigation; and
- promote generally the development of all aspects of international civil aeronautics.

HOW IT WORKS . . .

The constitution of ICAO is the *Convention on International Civil Aviation* to which each ICAO Contracting State is a party. The Organization has a sovereign body, the Assembly, and a governing body, the Council. The chief officers are the President of the Council and the Secretary General.

The Assembly, composed of representatives from all Contracting States, meets every three years, reviewing in detail the complete work of the Organization and setting policy for the coming years. It also decides on a triennial budget.

The Council, composed of representatives from 36 States, is elected by the Assembly for a three-year term and provides continuing direction to the work of ICAO. One of the major duties of the Council is to adopt International Standards and Recommended Practices (SARPs) and to incorporate these into the Annexes to the *Convention on International Civil Aviation*. The Council is assisted by the Air Navigation Commission, the Air Transport Committee, the Committee on Joint Support of Air Navigation Services, the Finance Committee, the Committee on Unlawful Interference and the Technical Co-operation Committee.

The Secretariat, headed by the Secretary General, has five main 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 works in close collaboration with other specialized agencies of the United Nations such as the International Maritime Organization, the International Telecommunication Union, and the World Meteorological Organization. The International Air Transport Association, the Airports Council International, the International Federation of Air Line Pilots' Associations, and other international organizations participate in many ICAO meetings.

Annexes to the Convention

Annex 1	Personnel Licensing
Annex 2	Rules of the Air
Annex 3	Meteorological Service for International Air Navigation
Annex 4	Aeronautical Charts
Annex 5	Units of Measurement to be Used in Air and Ground Operations
Annex 6	Operation of Aircraft
Annex 7	Aircraft Nationality and Registration Marks
Annex 8	Airworthiness of Aircraft
Annex 9	Facilitation
Annex 10	Aeronautical Telecommunications
Annex 11	Air Traffic Services
Annex 12	Search and Rescue
Annex 13	Aircraft Accident and Incident Investigation
Annex 14	Aerodromes

Annex 15	Aeronautical Information Services
Annex 16	Environmental Protection
Annex 17	Security — Safeguarding International Civil Aviation Against Acts of Unlawful Interference
Annex 18	The Safe Transport of Dangerous Goods by Air

STRATEGIC OBJECTIVES

- A: Safety — Enhance global civil aviation safety*
- B: Security — Enhance global civil aviation security*
- C: Environmental Protection — Minimize the adverse effect of global civil aviation on the environment*
- D: Efficiency — Enhance the efficiency of aviation operations*
- E: Continuity — Maintain the continuity of aviation operations*
- F: Rule of Law — Strengthen law governing international civil aviation*

FUTURE DIRECTIONS

Far-reaching resolutions adopted by the 35th Session of the Assembly and revised Strategic Objectives approved by the Council in 2004 have shaped ICAO's progressive and demanding work programme for the next three years.

Our priorities are clear: to enhance the safety and security of global civil aviation; minimize its adverse effect on the environment; enhance the efficiency and maintain the continuity of aviation operations; and strengthen laws governing international civil aviation.

An innovative Business Plan based on the Strategic Objectives will provide the required framework and impetus for further increasing the efficiency and effectiveness of the Organization within the context of a significantly constrained triennial budget and expanded responsibilities, most notably in the areas of aviation safety and security.

Moreover, the strong recovery of the air transport industry in 2004 and a sustained level of growth predicted for the rest of the decade will produce increasing demands on the global air navigation system, already operating at full capacity in many parts of the world. The pressure to perform has seldom been greater.

Fortunately, ICAO is now strategically positioned to ensure the necessary leadership and coordination for the continued safe, secure, efficient and sustainable development of international civil aviation. As always, it will rely on the expertise and determination of a global workforce and the traditionally strong level of cooperation from its 188 Contracting States and members of the world aviation community.



The President speaking on ICAO's vision for the future

In an age of rapidly expanding electronic communications, there is a corresponding desire to travel and visit one another. At the same time, economies the world over have come to rely on air travel to grow and prosper. ICAO is proud of its 60-year record as the global forum for international civil aviation and looks forward to the future with a sharpened focus in meeting the needs of the world for a safe, secure and efficient air transport system.

ICAO PUBLICATIONS

The *Catalogue of ICAO Publications and Audio-visual Training Aids* provides titles, abstracts, language versions available, and ordering information and is issued yearly in hard copy. Monthly supplements list new publications and audio-visual training aids as they become available, as well as amendments, supplements, etc. Most ICAO publications are issued in English, French, Russian and Spanish; Arabic and Chinese are being introduced on a gradual basis. In 2004, ICAO produced 56 new titles/editions, which are listed in Appendix 6; information on Annexes and PANS is in Appendix 2.

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The ICAO eSHOP at www.icao.int/eshop, a commercial website developed with the goal of selling publications over the Internet, offers online access to various sets of ICAO documentation for an annual fee. Subscriptions give access to the full texts of International Conventions and Protocols, Annexes to the *Convention on International Civil Aviation*, publications pertaining to Air Traffic Management and the Annual Reports of the Council. There are currently over one hundred subscribers.

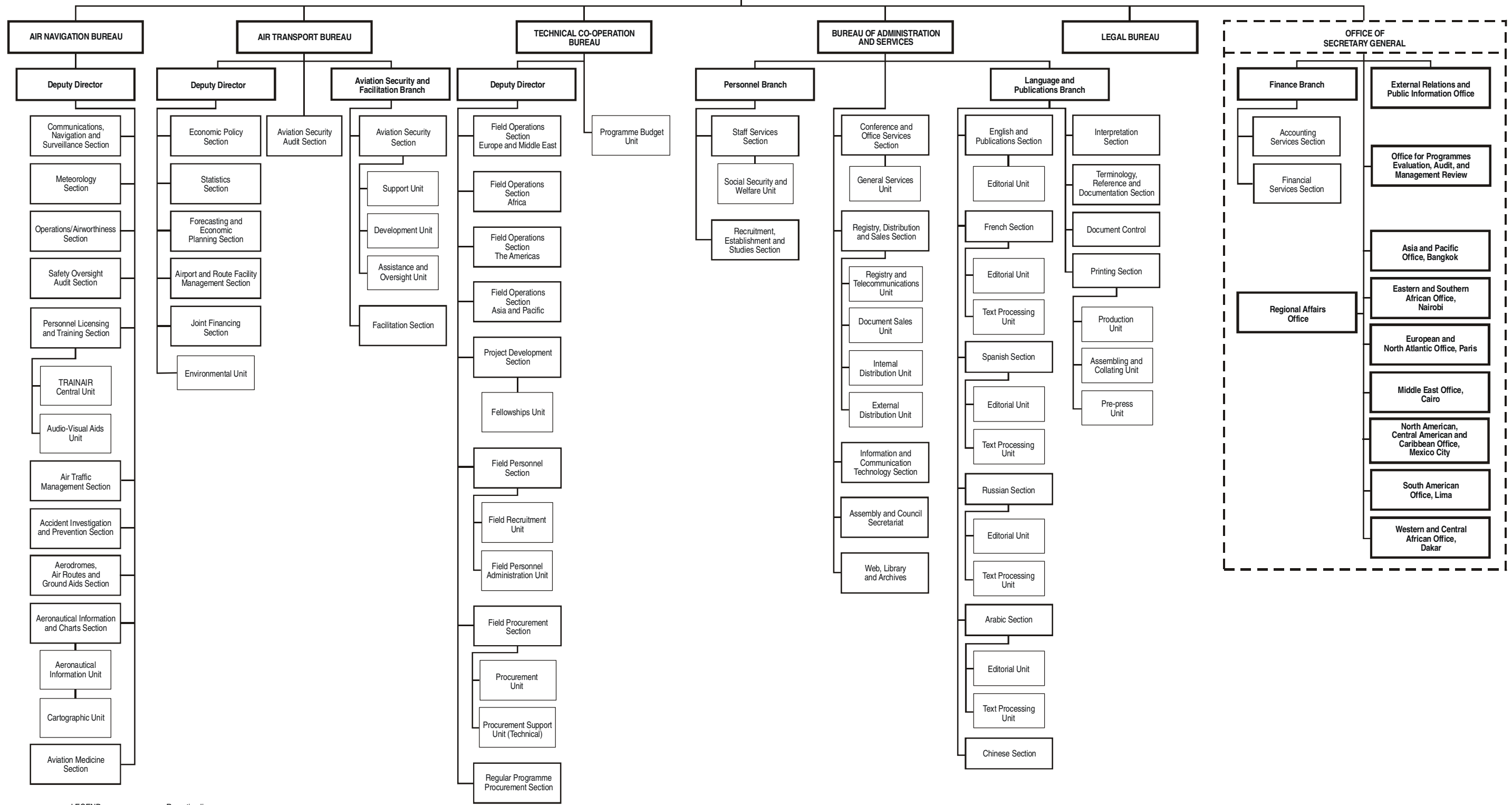
The ICAO-NET is a restricted website featuring unique sets of ICAO documents, including all legal instruments and ICAO Annexes to the *Convention on International Civil Aviation*. One hundred and seventy States, all resident National delegations and 66 international organizations have access.

The Organization's online presence and use of the Internet for dissemination of information and documentation are continually expanding; in 2004, over 8 000 new web pages were added, many of them in English, Arabic, Chinese, French, Russian and Spanish, and 6 000 existing pages were updated. The ICAO websites were visited by half a million separate users and received 25 million hits during 2004.

STRUCTURE OF ICAO SECRETARIAT

31 December 2004

SECRETARY GENERAL



LEGEND ——— Reporting line
 - - - - - Reporting line for policy matters

CHAPTER 2. THE WORLD ECONOMY

This chapter summarizes the principal trends and developments in civil aviation and the work of ICAO in 2004. Tables in Appendix 13 provide detailed statistics on the data presented in this chapter.

1. GLOBAL AND REGIONAL ECONOMIC DEVELOPMENTS

Recovery of the world economy strengthened during 2004 with gross domestic product (GDP) growth estimated to average 5.1 per cent in real terms, over one percentage point higher than in the previous year (Figure 1). The upturn in industrial production, global trade flows, private consumption and other factors contributed to the growth momentum, while the sharp rise in oil prices had a weakening impact towards the second half of 2004. Industrialized countries achieved a GDP growth rate of 3.4 per cent, well above the level achieved in 2003. The North American economy grew by 4.2 per cent, more than one percentage point higher than in the previous year.

Underpinned by the ongoing rapid expansion of emerging markets, GDP growth for developing countries consolidated at 7.2 per cent, well above the world average but with significant regional variations. Africa's economy achieved a 5.1 per cent GDP increase and showed stability over the previous year. The aggregate economy of the region with the largest share of the world economy, Asia and the Pacific, grew by some 6.5 per cent in 2004. Developing countries in the Asia and the Pacific Region contributed significantly as their average GDP grew by 8.2 per cent; China's GDP alone showed a remarkable growth of 9.5 per cent. Asia's newly industrialized economies posted a 5.5 per cent GDP growth, showing improvement over the previous year due mainly to recovering domestic demand and growth in exports. Japan's GDP grew by 2.6 per cent, while the Australian and the New Zealand economies demonstrated a growth of 3.2 and 5.0 per cent, respectively.

The European Region achieved an average GDP growth of 3.2 per cent, to which the European currency area contributed at a 2.5 per cent rate, a significant improvement over 2003; the upturn, however, remained modest as it was heavily dependent on external demand. The Central and Eastern European economies grew around 6.1 per cent, while the GDP growth of the economies of the Commonwealth of Independent States averaged at an 8.2 per cent rate.

Economic growth in the Latin American and the Caribbean Region showed a continuing recovery with an increase of 5.7 per cent in 2004, almost more than 3 percentage points higher than in 2003. The main factors underlying this recovery are a gradual increase in exports and a pick-up in domestic demand.

With oil production reaching capacity levels in 2004, the Middle East Region's economy grew by about 5.5 per cent, slowing down by about 0.3 percentage points compared to 2003 when the expansion was driven by higher oil production and prices.

The world trade volume in goods and services is estimated to have grown by approximately 9.9 per cent in 2004.

International tourist arrivals in 2004 increased by an estimated 10 per cent. The World Tourism Organization estimates that approximately 760 million tourists travelled to foreign countries in 2004, some 69 million more than the previous year (Figure 2). Growth was particularly strong in Asia and the Pacific (29 per cent) and the Middle East (20 per cent), followed by the Americas (10 per cent), Africa (7 per cent) and Europe (4 per cent).

2. TRAFFIC

Scheduled Operations

The total scheduled traffic carried by the airlines of the 188 Contracting States of ICAO amounted to almost 1 890 million passengers and some 38 million tonnes of freight. The overall passenger/freight/mail tonne-kilometres performed showed an increase of some 13 per cent over 2003, with international tonne-kilometres showing an increase of about 14 per cent (Tables 1 and 2). The relatively strong traffic increase achieved in 2004 in part reflects the traffic recovery by the airlines in Asia/Pacific which, in 2003, were negatively affected by the outbreak of the Severe Acute Respiratory Syndrome (SARS) in that region. Figure 3 shows the trend from 1995 to 2004.

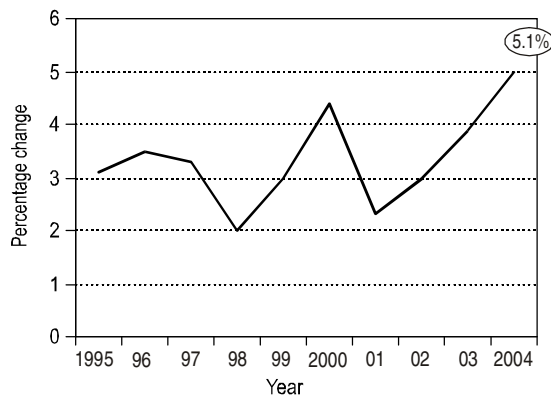


Figure 1. Development in world GDP in constant prices year-on-year changes, 1995 – 2004

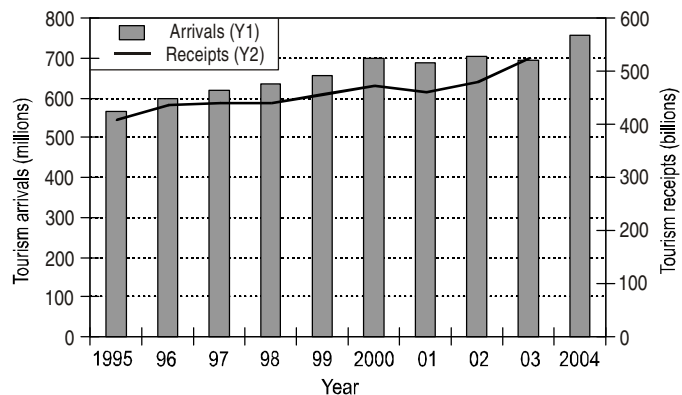


Figure 2. International tourism receipts and arrivals U.S. dollars, 1995 – 2004

In 2004 the increase in the overall capacity was less than the change in traffic (Figure 4). Hence, the average passenger load factor on total scheduled services (domestic plus international) increased to 73 per cent, and the weight load factor increased to 62 per cent (Table 3).

On a regional basis, some 32 per cent of the total traffic volume (passengers/freight/mail) was carried by North American airlines. Asia/Pacific airlines carried 29 per cent, European airlines 27 per cent, Middle East airlines 5 per cent, Latin American/Caribbean airlines 4 per cent and African airlines 2 per cent (Table 4).

Data for individual countries (Tables 5 and 6) show that in 2004 about 42 per cent of the total volume of scheduled passenger, freight and mail traffic was accounted for by the airlines of the United States, Germany and China (excluding the traffic from the Special Administrative Regions of Hong Kong and Macao) (about 32, 5 and 5 per cent, respectively). On international services, some 31 per cent of all traffic was carried by the airlines of the United States, Germany and the United Kingdom (about 16, 8 and 7 per cent, respectively).

Non-scheduled Commercial Operations

It is estimated that in 2004 total international non-scheduled passenger-kilometres increased by about 9 per cent compared with 2003, with the non-scheduled share of overall international air passenger traffic remaining around 12 per cent (Figure 5 and Table 7). Domestic non-scheduled passenger traffic represents about 7 per cent of total non-scheduled passenger traffic and around 1 per cent of total domestic passenger traffic worldwide.

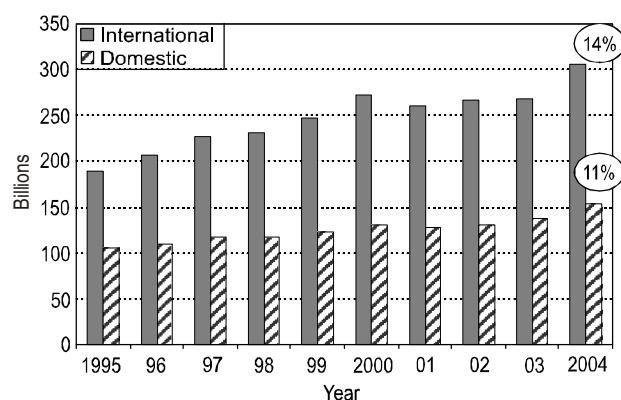


Figure 3. Scheduled traffic
tonne-kilometres performed, 1995 – 2004



Figure 4. Load factors
scheduled services, 1995 – 2004

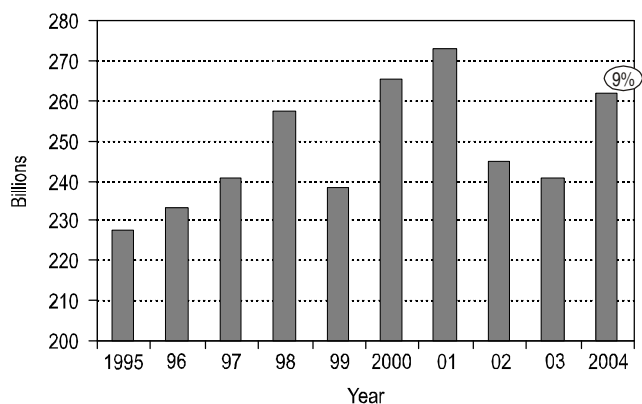


Figure 5. International non-scheduled traffic passenger-kilometres performed, 1995 – 2004

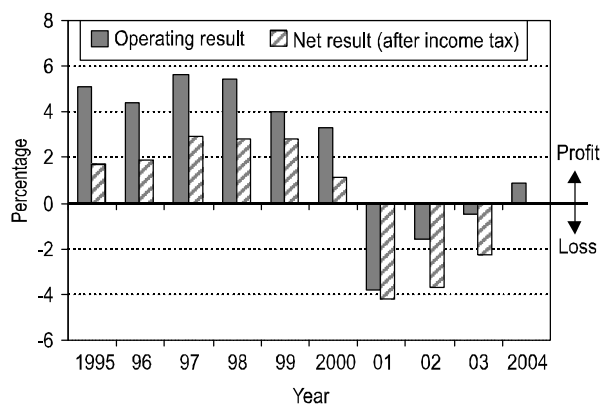


Figure 6. Financial results scheduled airlines, 1995 – 2004

Airport Operations

In 2004, the 25 largest airports in the world handled some 1 124 million passengers, according to preliminary estimates (Table 8). During the same period, the airports concerned (16 of which are located in North America, 6 in Europe and 3 in Asia) also handled some 11 708 million commercial air transport movements.

3. FINANCES

Airlines

Preliminary estimates for 2004 indicate that the world’s scheduled airlines as a whole experienced operating profits after three consecutive years of operating losses (Table 9 and Figure 6).

The operating revenues of scheduled airlines of ICAO Contracting States are tentatively estimated at \$374 300 million¹ in 2004 and operating expenses for the same airlines at \$370 800 million, giving an operating profit of 0.9 per cent of operating revenues. This follows an operating loss of 0.5 per cent in 2003.

Per tonne-kilometre, operating revenues increased from 73.7 cents in 2003 to an estimated 76.1 cents in 2004, while operating expenses increased from 74.1 cents to an estimated 75.4 cents.

1. All dollar amounts listed in this chapter are in U.S. dollars, unless otherwise specified.

Airports and air navigation services

Despite the substantial traffic growth, some airports experienced financial difficulties in 2004, one contributing factor being the new and intensified security measures. Airports now have to face the high costs of implementing the enhanced security measures. Many airports had to decrease space devoted to commercial activities because of the impact of the security measures on the terminal design and passenger flow. Others have seen their credit rating downgraded as markets realized that airport investments can have downside risks like any other business.

Meanwhile, the rapid expansion of low-cost carriers, mainly in Europe and Asia, has put strong pressure on airports to increase capacity while decreasing their fees. Airports are thus discovering that they have to be flexible in order to satisfy the needs of this highly cost-conscious category of users. In spite of the temporary downturn in traffic experienced during the previous years, construction of new capacity or expansion thereof has continued unabated, and the methods used for financing these projects have evolved. For example, where feasible, more emphasis is now being placed on self-generated revenues from commercial activities.

With aircraft movements returning to earlier numbers, the financial situation for air navigation services providers improved during 2004, particularly where providers had initiated cost-saving measures in cooperation with other providers.

4. COMMERCIAL DEVELOPMENTS

Airports and air navigation services

After the slow-down experienced since 2001, the privatization/commercialization process of airports has started to pick up again, particularly in Asia, Europe and Latin America, fuelled by renewed traffic growth. Today, a majority of international airports are either privately owned and operated (full or majority ownership and control), or have private participation/involvement (minority ownership, management contract, concession/lease, etc.), or are operated as public commercialized entities. The fact that the most profitable airports have already been considered by private investors could affect the potential for further privatization of airports worldwide.

With the emergence of the air traffic management (ATM) operational concept and the evolution towards a global air navigation system, the recent focus of the provision of air navigation services seems to be directed more towards international cooperation than privatization at the national level. Recent activities have mainly revolved around closer cooperation between providers at the regional level in order to implement global harmonization standards and to improve cost-efficiency and customer satisfaction. However, there are signs that the privatization process of air navigation services providers is resuming, notably within Europe.

Carriers

On the basis of schedules published in multilateral airline schedule guides, it is estimated that at the end of 2004 there were approximately 812 air carriers worldwide providing international and/or domestic scheduled passenger services (including 92 air carriers which provide both scheduled passenger and all-freight services) and about 88 operating only scheduled all-freight services. The total number of air carriers in 2004 is estimated to be about 900, compared with 890 operating in 2003.

Aircraft

Between 1995 and 2004, the reported number of commercial air transport aircraft in service increased by about 32 per cent from 16 586 to 21 943 (excluding aircraft with a maximum take-off mass of less than 9 000 kg). Within these totals, turbojet aircraft numbers increased by about 33 per cent, from 13 434 to 17 895, over the same period (Figure 7 and Table 10).

In 2004, 908 jet aircraft were ordered (compared with 861 in 2003) and 914 aircraft were delivered (compared with 917 in 2003). The backlog of unfilled orders at the end of 2004 was 3 258 aircraft compared with 3 272 at the end of 2003.

The financial commitment in terms of jet aircraft orders placed with major aircraft manufacturers in 2004 is estimated to be about \$65 000 million.

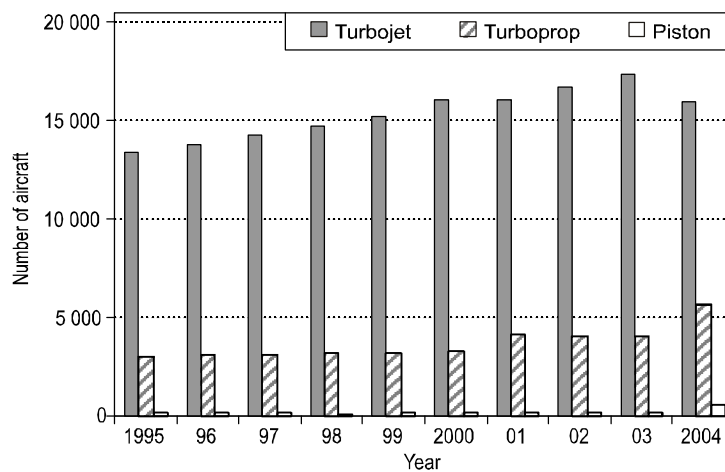


Figure 7. Total commercial air transport fleet
1995 – 2004

The number of turboprop aircraft ordered in 2004 was 51, with 54 aircraft delivered during the year.

Most active aircraft type transactions, 2004

Aircraft	Orders	Deliveries	Backlog
Airbus 320	180	101	520
Boeing 737	147	202	774
Embraer RJ	132	134	400
Canadair RJ	130	175	229
Airbus 319	67	86	376

5. ECONOMIC REGULATION

During the year, a total of 76 bilateral air services agreements were reportedly concluded or amended by 60 States. Continuing a trend, over 70 per cent of these agreements and amendments contained some form of liberalized regulatory arrangements. For example, 11 “open skies” agreements were concluded among 13 countries; these agreements provide for full-market access without restrictions on designations, route rights, capacity, frequencies, code-sharing and tariffs. By December, 100 open skies agreements had been concluded (20 in the last three years) involving 78 States. Approximately 65 per cent of the agreements involved developing countries.

Air transport liberalization activity also continued at the regional level in response to the increasingly competitive environment and liberalization challenges. Regional and/or plurilateral liberalization arrangements have the basic objective of providing greater market access and improving services among the member States concerned. By December, there were at least 11 such arrangements with several other potential arrangements in the pipeline. During the year, there were several noteworthy regional developments: Brunei, Singapore and Thailand signed, in February, and December, the Multilateral Agreements on the Full Liberalization of All-Cargo Services and on the Liberalization of Passenger Air Services, which are open to other member States of the Association of South East Asian Nations (ASEAN); 10 member States of the ASEAN agreed, in November, to accelerate the integration of air services as one of 11 priority sectors, aiming at the establishment of an ASEAN Economic Community by 2020; the Air Transport Agreement among the member States and associate members of the Association of the Caribbean States was open to signature in February and has so far been signed by 7 States; and the European Union (EU) was expanded, in May, from 15 to 25 States by adding 10 central, eastern and southern European States.

In February, the Council of the EU formally adopted a regulation to protect the rights of air passengers when facing denied boarding, cancellation of their flight or a long delay, and a regulation to extend the scope of the European Commission’s competition law authority to agreements between EU and third country airlines. In March, the Council adopted a regulation on the protection of Community airlines against subsidization and predatory pricing practices of third country airlines.

The European Commission conducted negotiations on air services agreements with third countries as a consequence of its negotiating mandate conferred by the Council of the EU in June 2003. The Commission's mandate is to negotiate air services agreements with the United States on behalf of all member States for the creation of an Open Aviation Area (OAA), as well as a so-called "horizontal" mandate to negotiate with third countries on the replacement of certain specific provisions in the existing agreements declared contrary to Community law by a judgement of the European Court of Justice (ECJ) in November 2002. While the OAA negotiations with the United States are ongoing, the Commission has so far initialled "horizontal" agreements with Azerbaijan, Chile, Georgia, and Lebanon. In addition, the Commission proposed, in February, a framework for negotiations with neighbouring countries such as, Bulgaria, Morocco, Romania and Turkey. In April, the Council of the EU and the European Parliament formally adopted a regulation on the implementation of air services agreements between member States and third countries. In July, the Commission opened infringement proceedings against eight member States for their non-compliance with the ECJ's 2002 judgement and also against four more member States for having signed "open skies" agreements with the United States.

At the national level, several States launched a review process of their air transport policies in light of the global trend toward increased liberalization. Some of these policies seek to liberalize air transport services, in whole or in part, on a unilateral basis without requiring comparable rights from bilateral partners in return. Others aim at liberalizing domestic air transport markets and also at permitting more carriers to fly international routes. For example, India allowed, in March, privately-owned domestic airlines to operate international services to States in the South Asian Association of Regional Cooperation.

The year saw the increased presence of airline alliances including the three global alliance groupings, i.e. Star Alliance, oneworld, and SkyTeam. The fourth group dubbed "Wings" was absorbed into the SkyTeam group in September when Continental Airlines, KLM, and Northwest Airlines officially joined the latter group. The expansion and raised level of consolidation through alliances continued to attract attention from regulatory authorities. In Europe, the European Commission approved a cross-border merger between Air France and KLM in February and an alliance agreement between Air France and Alitalia in April. In the United States, the Department of Transportation (DOT) approved and granted, in April, antitrust immunity to an alliance agreement between American Airlines and SN Brussels Airlines. In the Pacific region, the New Zealand High Court rejected, in September, a proposed trans-Tasman alliance agreement between Qantas Airways and Air New Zealand on appeal, while the Australian Competition Tribunal overruled, in October, a 2003 decision of the Australian Competition and Consumer Commission to decline the proposed alliance.

The technology for eCommerce has increasingly had an impact on the airline and travel industries in both product distribution and regulation. Although the majority of airline ticket sales are still being made through travel agents, online sales have increased significantly, especially in countries where Internet and credit card use are high. For low-cost carriers, ticket sales are primarily being made online through their own websites. The use of the Internet, through third-party providers and directly

by consumers and other businesses, has enabled airlines to considerably reduce distribution costs, including agency commissions and computer reservation system (CRS) booking fees. To address the changes in airline product distribution, the existing CRS regulations are under review by Canada and the European Commission. In the United States, the DOT nullified most of the CRS rules in January with the termination of the remaining rules in July.

Many States continued to provide varying forms of State aids to their national airlines facing financial difficulties. For example, the Government of Namibia decided to inject a further N\$366 million into Air Namibia, totalling about N\$1 800 million since 1999. In April, the Government of Trinidad and Tobago provided an emergency cash injection of U.S.\$10 million and a \$30 million debt to equity swap to BWIA West Indies Airways, which had already received about \$38 million and a debt guarantee since 2002. In May, the Government of Italy decided to provide a bridging loan of EUR 400 million for Alitalia, into which the Government had injected capital in 2002. In July, the European Commission approved a bridging loan for Alitalia with a restructuring condition. In addition to aid to debt-ridden national airlines, indirect assistance, such as the reduction in landing charges, has been widely provided especially by local airports and regional governments that wish to attract low-cost carriers. However, the European Commission decided in February that a part of the aid that Ryanair had received from Belgian regional authorities was judged to contravene EU Regulations on anti-competitive State aid and should be reimbursed.

6. AIRCRAFT ACCIDENTS

The aircraft accidents covered under this heading exclude incidents caused by acts of unlawful interference, which are shown under Section 7.

Scheduled Operations

Preliminary information on aircraft accidents involving passenger fatalities in scheduled air services worldwide shows that in 2004 there were 9 aircraft accidents with passenger fatalities involving aircraft with a maximum certificated take-off mass of more than 2 250 kg. The number of passenger fatalities involved was 203. This compares with 7 fatal accidents and 466 passenger fatalities in 2003 (Table 11)². Between 2003 and 2004, there was a significant increase in traffic, consequently the number of passenger fatalities per 100 million passenger-kilometres decreased to 0.01 from 0.02 in 2003. The number of fatal aircraft accidents per 100 million aircraft-kilometres flown remained at 0.03 and the number of fatal aircraft accidents per 100 000 landings increased to 0.04 from 0.03 in 2003 (Figure 8).

2. The accident of an aircraft involving 133 passenger fatalities which previously had been assigned to non-scheduled operations has been re-designated as a scheduled flight.

The safety levels are significantly different for the various types of aircraft operated on scheduled passenger services. For instance, in turbojet aircraft operations, which account for over 98 per cent of the total volume of scheduled traffic (in terms of passenger-kilometres performed), there were 3 accidents in 2004 with 102 passenger fatalities; in turboprop and piston-engined aircraft operations, which account for less than 2 per cent of the scheduled traffic volume, there were 5 accidents with 101 passenger fatalities. The fatality rate for turbojet aircraft operations was, therefore, far lower than for propeller-driven aircraft.

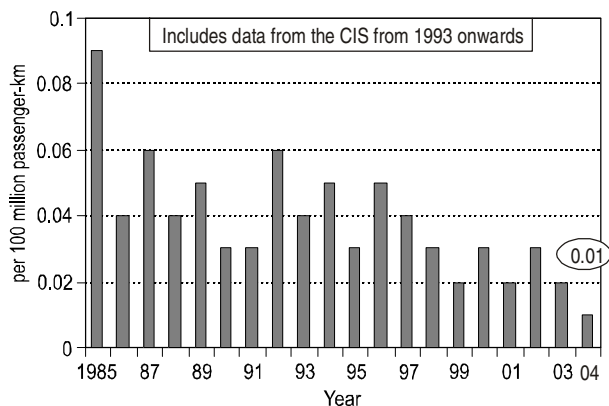
Non-scheduled Commercial Operations

Non-scheduled commercial operations include both the non-scheduled flights of scheduled airlines and all air transport flights of non-scheduled commercial operators. Data available to ICAO on the safety of non-scheduled passenger operations show that there were 18 accidents involving passenger fatalities on aircraft with a maximum certificated take-off mass of more than 2 250 kg in 2004 (including 2 aircraft operating all-cargo services with passengers on board) compared with 25 in 2003. These accidents accounted for 207 passenger fatalities in 2004 compared with 217 in 2003.

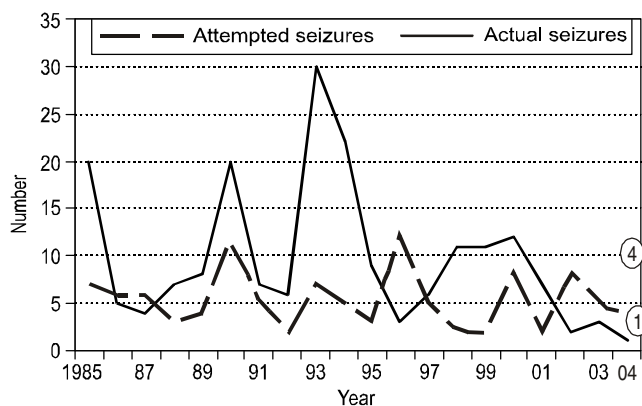
In non-scheduled operations performed with aircraft of more than a maximum certificated take-off mass of 9 000 kg, whether by scheduled airlines or non-scheduled operators, there were 6 accidents involving 161 passenger fatalities in 2004.

7. ACTS OF UNLAWFUL INTERFERENCE

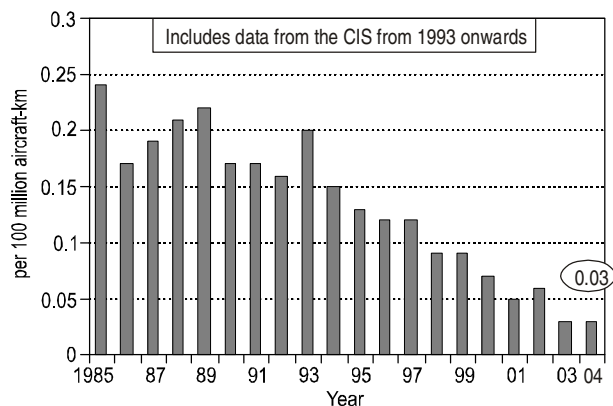
During the year, 16 acts of unlawful interference were recorded. These acts consisted of 1 unlawful seizure, 4 attempted seizures, 2 facility attacks, 2 attempted facility attacks, 3 sabotages of which 2 resulted in total destruction of aircraft in flight and 90 persons killed, 1 attempted sabotage and 3 other acts of unlawful interference (Table 12). These acts are included in the annual statistics to assist in the analysis of trends and developments (Figure 9).



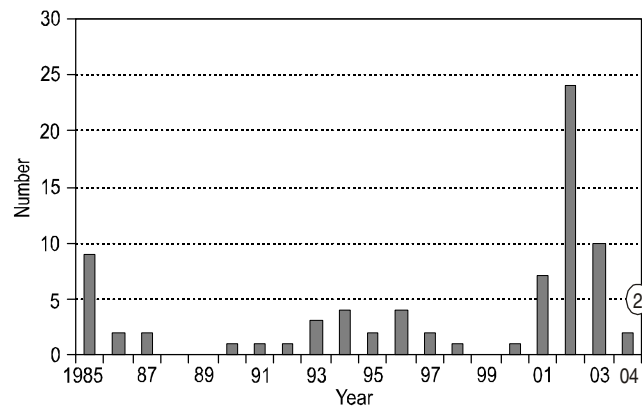
Number of passengers killed per 100 million passenger-kilometres on scheduled services



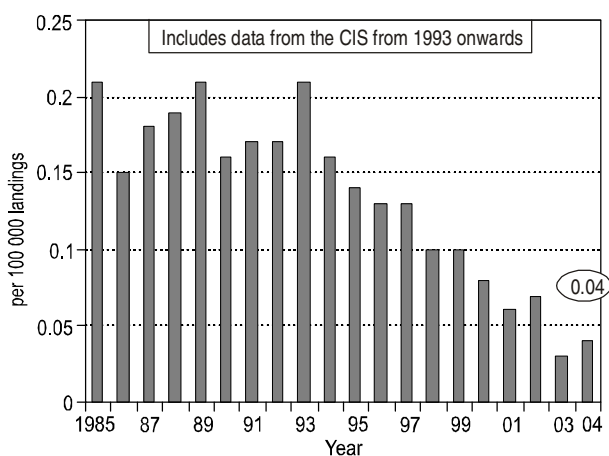
Acts of unlawful seizure



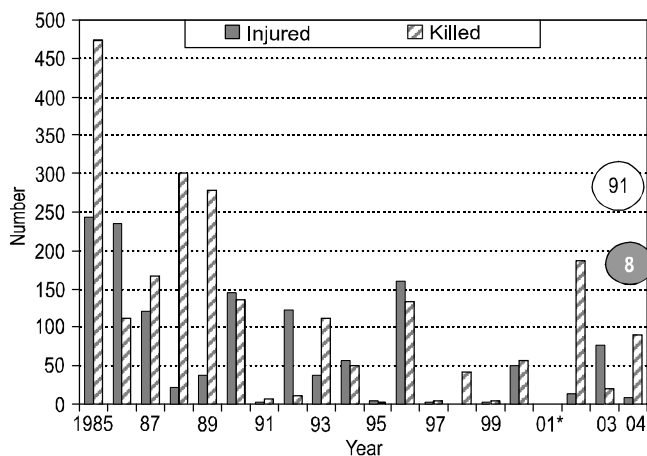
Number of fatal accidents per 100 million aircraft-kilometres on scheduled services



Acts of facility attacks



Number of fatal accidents per 100 000 landings by aircraft on scheduled services



Number of persons killed or injured

*For 2001: Injured – 3 271, Killed – 3 525.

Figure 8. Aircraft accident statistics 1985 – 2004

Figure 9. Aviation security statistics 1985 – 2004

CHAPTER 3. THE ORGANIZATION

1. HIGHLIGHTS FOR 2004

On 15 January, inauguration of the new ICAO Asia and Pacific Conference Centre, located in the Asia/Pacific Regional Office premises, Bangkok, took place. The Conference Centre was a gift from the Royal Thai Government in recognition of the vital role played by ICAO as a specialized agency of the United Nations in promoting the necessary cooperation among the States of the world to achieve excellent standards of safety, security and efficiency of air transport. As a tribute to the President of the Council of ICAO and to his contribution to international civil aviation, the Royal Thai Government named this new facility "The Kotaite Wing".

The 12th Session of the ICAO Facilitation Division was held in Cairo from 22 March to 1 April under the theme of "Managing Security Challenges to Facilitate Air Transport Operations". The meeting, attended by 474 delegates from 87 Contracting States and 19 observer delegations, adopted a number of recommendations aimed at smoother passage of travellers through airport controls, heightened security and added protection against identity theft.

An ICAO Aviation Language Symposium, attended by 324 participants from 68 States and seven international organizations, was held in Montréal from 1 to 3 September. The symposium introduced the ICAO language proficiency requirements and provided practical information to facilitate their implementation. Two issues of particular interest were aviation English language training and testing.

The 32nd Session of the Legal Committee was held from 15 to 21 March at Headquarters. The main subject considered was a Draft Convention on Damage Caused by Foreign Aircraft to Third Parties prepared by the Secretariat with the assistance of a Secretariat Study Group.

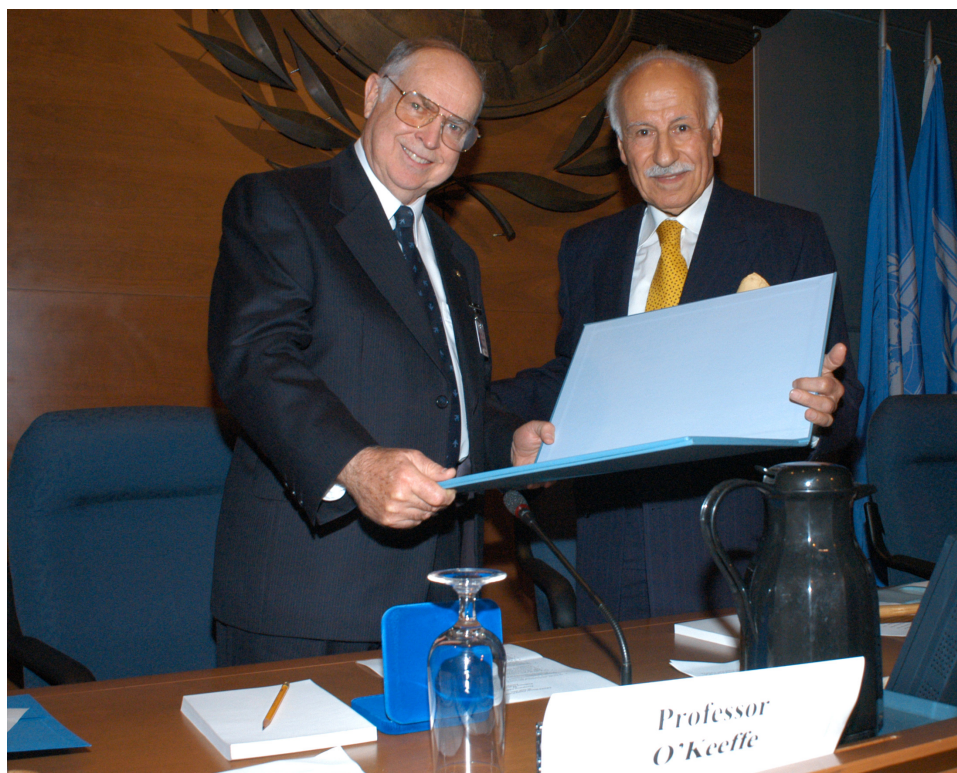
The 35th Session of the ICAO Assembly, attended by a record 1 305 participants from 175 Contracting States and 36 observer delegations,¹ was held in Montréal from 28 September to 8 October. Much of the work at the Assembly consisted of reviewing, endorsing and building on achievements of the past three years to accomplish the overall objectives of the global aviation community. The Assembly adopted resolutions to strengthen and promote greater transparency to its global, safety and security programmes and endorsed long-term plans of action in other major areas of global air transport. The Assembly elected a new 36-member Council for a three-year term and adopted a programme budget for 2005-2006-2007.

1. For States and international organizations represented at the Assembly, see Appendix 5.

The Council of ICAO unanimously agreed to bestow the 37th Edward Warner Award, the highest honour in the world of civil aviation, to Professor Brian O’Keeffe (Australia), in recognition of his eminent contribution to the development of international civil aviation, in particular, his leading role in the field of air navigation systems. The President of the Council presented the award on 28 September during the 35th Session of the Assembly.

On 22 November, Dr. Assad Kotaite was re-elected unanimously for an eleventh consecutive three-year term as President of the Council.

International Civil Aviation Day, celebrated annually to mark the creation of ICAO on 7 December 1944, had as its theme “International Cooperation: Solutions to Global Aviation Challenges”. The year 2004 marked ICAO’s 60th anniversary.



The 37th Edward Warner Award was bestowed upon Professor Brian O’Keeffe of Australia on 28 September during the 35th Session of the Assembly

2. THE ASSEMBLY, THE COUNCIL AND THE SUBORDINATE BODIES

The 35th Session of the Assembly elected a new Council, reviewed the Organization's activities during the previous 3 years, and adopted 32 resolutions.

In the field of aviation safety, the Assembly recognized the ICAO Universal Safety Oversight Audit Programme (USOAP) as having raised the level of safety oversight around the world. The Assembly endorsed the expansion of the Programme — from personnel licensing, operation and airworthiness of aircraft — to all safety-related ICAO standards, beginning 1 January 2005. The results of USOAP underscored the need for a shift in focus from developing new standards to facilitating the implementation of existing ones. Also endorsed was a shift in focus towards performance-based standards and away from detailed technical specifications.

The Assembly emphasized that aviation security must continue to be treated as a matter of highest priority and urged ICAO and Contracting States, through increased global cooperation, to increase their efforts to safeguard international civil aviation from unlawful interference. The Assembly urged that the ICAO Aviation Security Plan of Action established following the events of 11 September 2001 be incorporated, as soon as possible, into the regular budget of the Organization to ensure its long-term sustainability, since its implementation is largely dependent on voluntary contributions. The Assembly also requested greater sharing among Contracting States of the results of the ICAO Universal Security Audit Programme (USAP) and urged all Contracting States to exercise strict and



**The 35th Session of the Assembly
held from 28 September to 8 October**

effective controls on the movement and storage of man-portable defence systems (MANPADS) around the world, while ensuring the destruction of non-authorized, existing units in their territory as soon as possible.

The Assembly recognized the considerable progress made on the reduction of noise and gas emissions since the 2001 Assembly and emphasized ICAO's leadership role in all matters related to aviation and the protection of the environment. On the complex and difficult issue of market-based measures to limit or reduce the environmental impact of aircraft engine emissions, the Assembly welcomed progress on both voluntary measures and emissions trading. It requested ICAO, by the next regular session of the Assembly in 2007, to study the effectiveness of, and to develop further guidance on, emissions levies.

In view of the sustained growth of the Technical Co-operation Programme, the trend to privatization of some elements of the air transport system, and the urgency of funding remedial action identified by the USOAP, the Assembly resolved that ICAO should expand the Programme to non-State entities (public or private) involved in civil aviation.

In the legal field, the Assembly emphasized the need to rapidly proceed with the modernization of the 1952 Rome Convention to deal, among other issues, with liability for damage caused by foreign aircraft to third parties.

The substantive work of the Assembly was done in the Executive Committee and in 4 Commissions (Technical, Economic, Legal and Administrative), with plenary meetings being devoted to opening statements by delegations, the presentation of the Council's Annual Reports, the election of Assembly Officers, the election of the Council and consideration of reports from committees and commissions. The President of the Assembly and Chairman of the Executive Committee was Dr. Assad Kotaite, President of the ICAO Council. The 4 Vice-Presidents were: Mr. E. Stimpson, Alternate Chief Delegate of the United States; Mr. A. Borsato, Chief Delegate of Argentina; Mr. S. Kumpeera, Chief Delegate of Thailand, and Mr. M. Al-Ghaith, Chief Delegate of the United Arab Emirates. The Chairmen of the Commissions were: Technical — Mr. H. Preza (Angola); Economic — Mr. A. Faletau (Tonga); Legal — Mr. H. Kjellin (Sweden); and Administrative — Ms. E. Chiavarelli (Italy). The Chairperson of the 5-member Credentials Committee was Ms. E. Hildrum (Norway).

The 20th Council of ICAO was chosen in the 3-part election prescribed by the Assembly's Rules of Procedure, the Assembly setting the maximum number of States to be elected in Part 1 at 11, in Part 2 at 12 and in Part 3 at 13. The first 2 parts of the election were held on 2 October, the third on 5 October. The States elected were:²

2. For Representatives on the Council and members of the Council's subordinate bodies in 2004, see Appendix 3.

Part 1: Australia, Brazil, Canada, China, France, Germany, Italy, Japan, Russian Federation, United Kingdom and United States;

Part 2: Argentina, Austria, Colombia, Egypt, Finland, India, Mexico, Nigeria, Saudi Arabia, Singapore, South Africa and Spain;

Part 3: Cameroon, Chile, Ethiopia, Ghana, Honduras, Hungary, Lebanon, Mozambique, Pakistan, Peru, Republic of Korea, Saint Lucia and Tunisia.

Twenty-six of these States had been members of the previous Council, the 10 new members being Austria, Colombia, Finland, Ghana, Honduras, Hungary, Mozambique, Peru, Saint Lucia and Tunisia. These 10 seats had been held by Algeria, Costa Rica, Cuba, Czech Republic, Ireland, Mauritius, Paraguay, Senegal, Sweden and Venezuela. Apart from the arrival of representatives of newly elected States, national representation changed during the year in the delegations of Brazil, Italy and the United States.³

In 2004, the Council held 3 regular sessions, in accordance with its normal practice.⁴ On 22 November, the Council re-elected Dr. Assad Kotaite as its President for a 3-year term.

On recommendations of the Air Navigation Commission, the Council adopted amendments to Annexes 1, 3, 4, 8, 10, 12, 14 (Volumes I and II) and 15. On behalf of the Council, the President of the Council approved amendments to the PANS-ABC, PANS-ATM and PANS-OPS as well as to the *Regional Supplementary Procedures* in accordance with the established procedure.

On 16 June, the Council unanimously agreed to bestow the Thirty-seventh Edward Warner Award upon Professor Brian O'Keeffe of Australia, in recognition of his eminent contribution to the development of international civil aviation, in particular his leading role in the field of air navigation systems. The President of the Council presented the award at a ceremony held at Headquarters on 28 September during the course of the 35th Session of the Assembly.

Reports on the financial situation of the Organization were presented sessionally to the Council. When noting these reports, the Council recognized that the Organization was in a very critical financial situation and requested the Secretary General to continue to manage the finances of the Organization with great care and prudence.

When considering the outcome of the Seventeenth Plenary Session of the African Civil Aviation Commission (AFCAC) and other developments pertaining to the transitional arrangement between ICAO and AFCAC, the Council agreed to propose to the 35th Session of the Assembly that the

3. See Appendix 3.

4. See Appendix 4.

transitional arrangement between ICAO and AFCAC be extended for a limited period of time beyond the 31 December 2004 expiry date to cover a period up to 31 December 2006. In the light of Assembly action on AFCAC's request, the Council agreed that a new Transitional Arrangement between ICAO and AFCAC be entered into, bearing in mind that there would be no impact on the Organization's Programme Budget as adopted by the 35th Session of the Assembly.

Pursuant to United Nations General Assembly Resolution 42/112, ICAO observed 26 June as the International Day against Drug Abuse and Illicit Trafficking. In accordance with Assembly Resolution A27-12 and a related Council resolution, ICAO remains strongly committed to continuing work on this subject, with a high degree of priority.

The Council reviewed sessional progress reports on the implementation of the ICAO USOAP. When reviewing a progress report presented during the 171st Session, the Council noted that the problem of non-implementation of corrective action plans in the different regions was general in nature and not limited to a particular region. The Secretary General was requested to be transparent in reporting on this situation to the Council and in providing some further ideas as to how to encourage the effective implementation of corrective action plans. In this connection, the establishment of regional or subregional safety oversight organizations was recognized as an important development. The Secretary General was also requested to develop a strategy to assist and urge States to remedy the deficiencies identified. When considering the subject during the 173rd Session, the Council noted an update on the transition of USOAP to a comprehensive systems approach for the conduct of audits as resolved by the 35th Session of the Assembly and requested the Air Navigation Commission to report on progress in the development of a unified strategy to resolve safety-related deficiencies.

When considering a progress report on the execution of the USAP, the Council noted that sufficient voluntary contributions had been received from States to fund all audit activities planned for 2004 and also noted the special emphasis that had been placed on coordination, cooperation and joint auditing with other regional and international bodies with active audit programmes, in order to avoid duplication. In November, the Council requested that future USAP progress reports include an analysis of the findings of the audits, an evaluation of the implementation of audited States' corrective action plans, and an identification of the reasons for any non-implementation thereof in order to assure the Council that the voluntary contributions made to the USAP were well invested.

The Council requested that the Air Navigation Commission keep it informed regarding the draft ICAO position for the International Telecommunication Union (ITU) World Radiocommunication Conference (WRC/2007) meeting and requested that a further report on developments in the modernization of air navigation systems highlight, in particular, any new developments with regard to communications, navigation, surveillance/air traffic management (CNS/ATM) systems implementation.

In the area of facilitation, the Council was provided with information on the establishment of a public key directory (PKD) under the aegis of ICAO to support the interoperability of the electronic-enhanced machine readable passports currently under development in many Contracting States.

The updating of the Organization's Strategic Action Plan was the subject of discussion during the Council's 173rd Session, following the Assembly's decision, at its 35th Session, that the Plan should

be improved as a matter of high priority before the beginning of the 2005-2007 triennium in order to provide practical guidance to the Organization. The Council established the Working Group on Strategic Objectives and reviewed the Group's first report in December, when it approved the *Strategic Objectives of ICAO for 2005-2010* and endorsed the *Supporting Implementation Strategies* as standing instructions to the Secretary General to implement the Strategic Objectives. The Council agreed that the Working Group should undertake additional work with regard to strategic planning and, as guidance on that further work, indicated that the Group should take into account comments made on the need to reflect the Organization's basic objectives relating to the facilitation of air transport and cooperation among States. In the context of increasing the efficiency and effectiveness of ICAO, the Council also commenced its consideration of the development of a Business Plan for the Organization.

The President of the Council continued to keep the Council informed on certain developments, including his follow-up discussions with authorities in Washington, D.C. on the question which had been raised during the 32nd and 33rd Sessions of the ICAO Assembly with regard to the effects on civil aviation of the economic, commercial and financial embargo imposed against Cuba by the United States. The President also updated the Council on the trial application of the revised route structure and airspace organization in the South China Sea area.

The Council committees and standing groups were reconstituted in November. The new membership⁵ of the Air Transport, Joint Support, Finance and Technical Co-operation Committees and of the Committee on Unlawful Interference was elected on 22 November. On 8 December, the Council increased the size of the Finance Committee by one member.

In December, the members of the Air Navigation Commission were appointed for the period 2005-2007. From the 17 candidates nominated by Contracting States, the Council appointed a 15-member Air Navigation Commission for a term of 3 years beginning 1 January 2005. Mr. R.W. Graff (Australia) was appointed as President of the Air Navigation Commission for the year 2005. There were changes in the membership of the Commission during the year occasioned by the replacement of the nominees of Argentina, Canada, France, Germany, Japan and Senegal.

3. PERSONNEL

There were 794 posts in the Establishment in 2004: 345 in the Professional and higher categories and 449 in the General Service category; these totals included 80 Technical Co-operation funded posts. Compared to the 2003 Establishment, the total number of posts did not change. There were 295 Professional category personnel in service on 31 December, 3 more than on 31 December 2003. The total figure includes 11 staff members whose posts are funded by regional civil aviation

5. See Appendix 3.

bodies but excludes 3 Associate Experts, funded by France (2) and the Netherlands (1). Fourteen Trust Funds posts, funded by the Joint Financing Agreement (2), AVSEC Mechanism (7), France (2), United Kingdom (1), Republic of Korea (1) and the United States (1) are also excluded from the total of Professional category personnel. During the year, 19 Professional category personnel⁶ left the service of the Organization, 20 new appointees from 12 Contracting States reported for duty and 2 staff members returned from secondment. Since the last report, 6 nationalities⁷ represented in the Secretariat were lost, 5 through departure and 1 by change in nationality; 1 nationality⁸ represented in the Secretariat was gained through recruitment, so that on 31 December 2004 there were 79 nationalities⁹ represented, 5 less than at the end of 2003. At the close of 2004, there were 52 vacant posts.

4. LANGUAGE SERVICES AND PUBLICATIONS

A pilot project began to test the Electronic Documents and Enquiry Network (EDEN). This system will increase the efficiency of the Organization by migrating from the manually intensive Document Control system to an ICAO-wide, multi-user, web-based network and will allow users to submit their documents electronically and to track them online. Full implementation is expected in 2005.

In 2004, ICAO produced 56 new titles/editions which are listed in Appendix 6; information on Annexes and PANS is in Appendix 2.

The translation output for Headquarters and the Regional Offices was 7.3 per cent smaller and the volume of interpretation provided was 2.9 per cent greater in 2004 than in 2003. Comparative figures for the last 4 years are given below:

Year	Translation (in pages)	Interpretation (in staff days)
2004	35 696	2 815
2003	38 518	2 735
2002	31 898	2 353
2001	31 201	2 898

The Printing Section had an internal output of 88.1 million page impressions.

6. Eleven by retirement, 5 by resignation, 2 by expiry of contract, and 1 by death.

7. Burundi, Estonia, Guatemala, Philippines, Rwanda and Switzerland.

8. Guinea.

9. See Appendix 7.

In 2002, ICAO began a gradual introduction of the International Standard Book Number (ISBN) on saleable publications. This unique 10-digit number with a corresponding bar code is an internationally recognized identification, which is used by publishers, booksellers, libraries and others to expedite handling, inventory control, etc. In 2003, the International Standard Serial Number (ISSN) was introduced for serial publications. ICAO is now routinely assigning these codes, with ISBNs assigned to a total of 240 publications in all six working languages in 2004.

Digitalization of historical records continued, making the *ICAO Journal* and complete sets of Assembly documentation available on the ICAO website.

5. REGISTRY, DISTRIBUTION AND SALES

A new automated system for registering and processing incoming cheques and similar instruments commenced, expediting the processing of orders and improving the quality of services to customers purchasing ICAO publications.

Copyright and pricing were among the provisions that were strengthened in the Ninth Edition of Doc 7231, *ICAO Publications Regulations*, adopted in 2004. Its application on 1 January 2005 will lead to a substantial reduction in the number of hard copy publications and State letters distributed to Contracting States.

Receipts from the sale of publications in 2004 totalled \$4 142 673. Table 3-1 gives comparative figures for 2002, 2003 and 2004.

Table 3-1. Receipts from sales of ICAO publications

	2004 U.S.\$	2003 U.S.\$	2002 U.S.\$
Sales from Headquarters	3 294 127	3 232 391	2 547 710
Sales from or through Regional Offices	548 318	520 091	463 025
Sales through Sales Agencies	300 228	356 944	232 042
TOTAL	4 142 673	4 109 426	3 242 777

6. FINANCE

The budget appropriations for 2002-2003-2004 and the financing of the appropriations, as approved by the Assembly, are shown in Table 3-2.

As shown in Table 3-3, the final appropriation for 2004 was adjusted to \$61 001 778, as a result of:

- i) the carry-over of \$2 524 077 from 2003 appropriations to 2004 in accordance with Financial Regulation 5.6;
- ii) the transfer of \$1 266 000 between Major Programmes in accordance with Financial Regulation 5.10; and
- iii) the deferral of \$1 978 299 from 2004 appropriations to 2005 in accordance with Financial Regulation 5.11.

The actual expenditure for 2004 against the appropriation amounted to \$60 443 892.

Assessments for 2004 on Contracting States amounted to \$50 530 300 including an assessment of \$30 300 from one new Contracting State. Assessments for 2004 actually received by the year's end amounted to \$48 894 578, or 96.76 per cent as compared with 95.27 per cent at the end of 2003 and 93.92 per cent at the end of 2002. In addition, \$3 466 993 was received in respect of assessments for previous years. The total outstanding arrears of assessments as at 31 December 2004 amounted to \$12 790 042 compared with \$14 621 253 as at 31 December 2003.

Table 3-4 shows the financial position of the Organization, in terms of cash balances in the General and Working Capital funds, at the beginning of the year and at the end of each quarter, with the corresponding figures for 2003.

The above relates to operations under the Regular Programme of the Organization, financed by appropriations made by the Assembly. The operating expenditures of the Technical Co-operation Bureau are financed by the Technical Co-operation Administrative and Operational Services Cost Fund (AOSCF), while certain other support personnel and expenses are financed from other special Funds.

**Table 3-2. Appropriations for 2002, 2003, 2004
(Resolution A33-23)**

	2002 U.S.\$	2003 U.S.\$	2004 U.S.\$
Appropriations	56 743 000	57 584 000	60 456 000
To be financed by:			
Miscellaneous income	4 544 000	4 454 000	4 327 000
Assessments	49 940 000	50 330 000	50 500 000
Cash surplus	2 259 000	2 800 000	5 629 000

Table 3-3. Revised appropriations for 2004

	Appropriations 2004 Res. A33-23 U.S.\$	Carry-over from prior year U.S.\$	Transfers between Major Programmes U.S.\$	Carry-over/ deferral to following year U.S.\$	Revised appropriations U.S.\$	Actual expenditures U.S.\$
I. General Policy and Direction	1 437 000	494 192	-193 000	-50 000	1 688 192	1 561 390
II. Air Navigation	8 765 000	730 493	-401 000	-53 000	9 041 493	9 010 124
III. Air Transport	4 750 000	251 570	-306 000	-46 000	4 649 570	4 615 390
IV. Legal	810 000	7 660	82 000		899 660	892 443
V. Regional and Other Programmes	15 411 000	84 867	1 133 000	-12 000	16 616 867	16 593 607
VI. Administrative Support	22 726 000	179 995	51 000		22 956 995	22 953 946
VII. Finance, External Relations/Public Information and Programmes Evaluation, Audit and Management Review	3 479 000	179 211	-366 000	-140 000	3 152 211	2 938 701
VIII. Universal Safety Oversight Audit Programme	1 016 000	3 594		-717	1 018 877	900 378
Subtotal	58 394 000	1 931 582	0	-301 717	60 023 865	59 465 979
Universal Safety Oversight Audit Programme funded by cash surplus						
VIII. Remainder of Continuation	904 000	419 916		-511 147	812 769	812 769
IX. Expansion	1 158 000	172 579		-1 165 435	165 144	165 144
TOTAL	60 456 000	2 524 077	0	-1 978 299	61 001 778	60 443 892

Table 3-4. Financial position (cash balance) of the Organization

As at	2004			2003		
	General Fund U.S.\$	Working Capital Fund U.S.\$	Total U.S.\$	General Fund U.S.\$	Working Capital Fund U.S.\$	Total U.S.\$
1 January	10 324 853	5 994 780	16 319 633	18 773 116	5 936 580	24 709 696
31 March	7 449 699	5 994 780	13 444 479	23 778 612	5 994 780	29 773 392
30 June	3 570 206	5 994 780	9 564 986	10 678 985	5 994 780	16 673 765
30 September	9 938 795	5 994 780	15 933 575	7 704 400	5 994 780	13 699 180
31 December	12 526 224	5 994 780	18 521 004	10 324 853	5 994 780	16 319 633

CHAPTER 4. PROJECTS GIVEN SPECIAL ATTENTION

1. AVIATION AND ENVIRONMENTAL PROTECTION

The environmental problems associated with aircraft noise and with the global and local impact of aircraft engine emissions were addressed, largely through the Council's Committee on Aviation Environmental Protection, which held its sixth meeting (CAEP/6) in February.

The 35th Session of the Assembly adopted a revised *Consolidated statement of continuing ICAO policies and practices related to environmental protection* (Resolution A35-5), which, for the first time, identified environmental goals. In carrying out its responsibilities, ICAO will strive to:

- a) limit or reduce the number of people affected by significant aircraft noise;
- b) limit or reduce the impact of aviation emissions on local air quality; and
- c) limit or reduce the impact of aviation greenhouse gas emissions on the global climate.

Aircraft noise

Following the endorsement of the concept of a balanced approach to noise management by the ICAO Assembly in 2001 (Assembly Resolution A33-7), ICAO published Doc 9829 — *Guidance on the Balanced Approach to Aircraft Noise Management* to assist States in implementing this approach. It consists of four principal elements: noise reduction at source (quieter aircraft), land-use planning and management around airports, noise abatement operational procedures, and operating restrictions.

In May, the Council took action on the CAEP/6 recommendations for the amendment of Annex 6 — *Operation of Aircraft, Part III — International Operations — Helicopters*, Annex 14 — *Aerodromes, Volume I — Aerodrome Design and Operations* and Annex 16 — *Environmental Protection, Volume I — Aircraft Noise*. The most significant aspects of these recommendations were the amendments in Annex 16, Volume I, related to testing environment specifications, clarification of applicability language, and guidance material on standardized options for noise certification documentation.



The Chairman and the Secretary in discussion at CAEP/6

CAEP/6 also recommended amendments to Doc 9501 — *Environmental Technical Manual on the Use of Procedures in the Noise Certification of Aircraft*, Doc 9184 — *Airport Planning Manual, Part 2 — Land Use and Environmental Control* and proposed a circular related to assessing the benefits of noise abatement operating procedures.

Aircraft engine emissions

Work on limiting or reducing the global and local impact of aircraft engine emissions continued to focus on three main approaches:

- improving technology so that aircraft produce less emissions;
- identifying operational measures that will reduce fuel consumption, which results in less emissions; and
- exploring the possible use of market-based measures.

In May, the Council took action on the CAEP/6 recommendations for the amendment of Annex 16 — *Environmental Protection*, Volume II — *Aircraft Engine Emissions* related to an increase in stringency of the emissions Standards for oxides of nitrogen (NO_x).

Circular 303, *Operational Opportunities to Minimize Fuel Use and Reduce Emissions*, was published and workshops continue to disseminate this material.

In October, the Assembly reviewed the work undertaken by the Organization on a number of different market-based measures. With regard to voluntary measures, a Template Agreement — Memorandum of Understanding was developed for States and other parties, along with associated guidance material. Regarding emissions trading, it was agreed that further ICAO work will focus on the development of a voluntary trading system that States and international organizations might propose, as well as on the provision of guidance for use by States, as appropriate, to incorporate emissions from international aviation into States' emissions trading schemes consistent with the United Nations Framework Convention on Climate Change (UNFCCC) process.

The Assembly also reached an understanding on further work to be done on emissions-related levies (charges or taxes) which is a complex issue. Studies are being undertaken to determine whether greenhouse gas charges would be an appropriate approach. However, there are numerous outstanding issues, and States' views differ widely. For example, many States question the cost-effectiveness of charges. The Assembly therefore agreed that studies in this regard should continue, and States should not introduce greenhouse gas emissions charges internationally prior to the next regular session of the Assembly in 2007, where this matter will be considered and discussed again. At the local level, some States have already introduced charges to address problems associated with local air quality in the vicinity of airports. This matter will also be studied more closely by ICAO over the next three years.

2. AVIATION SECURITY (AVSEC)

The ICAO Aviation Security Plan of Action

The *ICAO Aviation Security Plan of Action* continued to be largely funded from voluntary contributions by States. In October, the Assembly urged the Council to ensure the long-term sustainability of the Plan of Action by progressively, and as soon as possible, incorporating the funding requirements within the Organization's Regular Programme Budget.

The Universal Security Audit Programme (USAP)

The Universal Security Audit Programme (USAP) is promoting positive change and is visibly improving global aviation security as States become increasingly sensitized to international requirements and strive to be in compliance with the Standards in Annex 17 — *Security*. Almost all audited States submitted their corrective action plans on time, and the results of the audits are

continually analysed to determine trends and probable root causes of non-compliance. This analysis is providing the foundation for a unified ICAO strategy for resolving aviation security deficiencies at State, regional and global levels. In 2004, 44 States were audited by ICAO aviation security audit teams, bringing the total number of audited States to 64 by the end of 2004.

The First Edition of the *Security Audit Reference Manual (SARM)* (Restricted) containing the USAP methodology and the primary auditor tools was published and provides USAP auditors and Contracting States with guidance and information on standard auditing procedures and processes.

USAP auditor training and certification courses were conducted in Brussels (February), Singapore (April), and Montréal (June), adding 27 to the ICAO roster of certified auditors and bringing the total to 128, representing 63 States from all of the ICAO regions. A regional aviation security audit seminar was also developed and delivered in Singapore (April) and Jamaica (August).



Instructors and participants of the 13th USAP auditor training and certification course held in Montréal in June

Following the launch of the USAP, technical evaluations under the AVSEC Mechanism were suspended. Security concerns identified during ICAO audits are being addressed in the form of direct and immediate assistance under the AVSEC Mechanism on a case-by-case basis. Technical support is also provided for the development of longer-term projects, including the development of project documents, under the auspices of the Technical Co-operation Bureau (TCB) to rectify deficiencies identified in the audits. To date, five assistance missions have been undertaken. In addition, 16 other assistance and follow-up missions have taken place under the AVSEC Mechanism.

Cooperative Aviation Security Programmes (CASPs)

Resource mobilization was initiated for one of the project documents developed by TCB aimed at addressing common deficiencies of groups of States. Taking into account the positive experience gained with the Universal Safety Oversight Audit Programme (USOAP) Follow-up Programme (i.e. the Cooperative Development of Operational Safety and Continuing Airworthiness Project — COSCAP), TCB developed Cooperative Aviation Security Programmes (CASPs) on a subregional basis, in close cooperation with the Aviation Security Section.

Aviation security training

With a view to developing regional training capabilities, five new ICAO Aviation Security Training Centres (ASTCs) were approved in Auckland, Buenos Aires, Hong Kong, Johannesburg and Kunming, supplementing the existing 10 ASTCs developed within already established training schools in Amman, Brussels, Casablanca, Dakar, Kyiv, Moscow, Nairobi, Penang, Port of Spain and Quito. This expansion of the ASTC network responds to current needs for training in all ICAO working languages and in all regions and subregions.

A new training programme using state-of-the-art electronic learning tools was implemented jointly by Concordia University in Montréal and ICAO, focussing on providing participants at the management level with a better understanding of the Standards and Recommended Practices (SARPs) contained in Annex 17, while promoting management principles and best practices relevant to aviation security. Courses commenced in November, with three to five sessions per year.

Security SARPs

Significant achievements in the development and adoption of security SARPs in the Annexes under the purview of the Air Navigation Commission included security-related amendments to Annex 3 — *Meteorological Service for International Air Navigation* and Annex 14 — *Aerodromes*.

Legal measures to cover the new and emerging threats

Pursuant to Resolution A33-1, which directed the Council and the Secretary General to act urgently to address the new and emerging threats to civil aviation, in particular to review the adequacy of the existing aviation security conventions, a study was conducted by the Secretariat on legal measures to cover the new and emerging threats. The study concluded that certain issues, such as the control of man-portable air defence systems (MANPADS), may need further study.

In order to assist States in protecting aircraft against attacks by surface-to-air missiles or man-portable air defence systems (MANPADS), guidance material supplementary to that contained in Appendix 16 of the *Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference* (Restricted) was developed and made available to Contracting States through a dedicated secure website.

Aviation Security Panel

Further work was undertaken by the Aviation Security Panel on an amendment to Annex 17; on the development of guidance material for protection against MANPADS; on the use of in-flight security officers (IFSO), also called sky marshals; and on the development of national quality control tools and guidance material for States.

Travel documents

Substantial progress was made in developing and implementing measures aimed at enhancing the security of travel documents. Revised specifications for machine readable visas (Doc 9303, Part 2, 3rd Edition) will be published early in 2005. The technical reports comprising the ICAO “blueprint” for biometric identification in travel documents were updated, and work was undertaken to incorporate this information into Doc 9303, Part 1, as formal specifications, with publication expected by the end of 2005. At the same time, on the basis of the blueprint, a number of ICAO Contracting States began development of their own systems to issue “e-passports”. ICAO and the Organization for Security and Cooperation in Europe (OSCE) held an international seminar on machine readable travel documents and biometrics, hosted by the OSCE for its own member and observer States.

3. INTEGRATION OF NEW LARGER AIRCRAFT

The first phase of the ICAO Action Plan for the introduction of new larger aeroplanes (NLAs) into international civil aviation service resulted in the development of ICAO Circular 305 on the operation of NLAs at existing airports (see Appendix 6). This circular offers guidance to those airports which may not be ready to receive NLAs, in accordance with code letter F specifications in Annex 14, Volume I, prior to the entry into operation of these aeroplanes.



The President with the Chairman of FAL/12 and the Chief of the Facilitation Section
Focus of the meeting was on “managing security challenges to facilitate air transport operations”
held from 22 March to 1 April in Cairo

The second phase of the Action Plan is under way. An Aerodromes Panel, which replaced the Visual Aids Panel and four Air Navigation study groups, was established and held its first meeting of the Working Group of the Whole in December. Decisions were taken regarding the future work of the panel and priority was given to the review of Annex 14, Volume I, code letter F specifications. Other issues for consideration by the panel include: airport design, visual aids, rescue and fire fighting, airport operational issues and heliport design.

4. INTERNATIONAL FINANCIAL FACILITY FOR AVIATION SAFETY (IFFAS)

In 2004, the International Financial Facility for Aviation Safety (IFFAS), which was established by the Council of ICAO on 4 December 2002, commenced implementation of its funding mechanism designed to provide financial assistance for safety-related projects for which Contracting States cannot otherwise provide or obtain the necessary financial resources. IFFAS operates in complete independence from ICAO's Programme Budget and the provision of administrative services to IFFAS by ICAO is on a cost-recovery basis.

Owing to the limited resources of IFFAS, which is exclusively financed by voluntary contributions (U.S. \$2 million received by the end of 2004), the Governing Body of IFFAS decided to give priority to safety-related projects, presented by least-developed countries, on a regional or subregional basis. From the five applications received for IFFAS assistance and assessed in 2004, one project providing benefits to eight West African States and satisfying most of the established criteria was selected as a “pilot project”.

IFFAS also acted as a facilitator, helping States or groups of States obtain funding from other sources for safety-related projects. IFFAS involvement in a project is expected to encourage and/or expedite the participation of other contributors.

5. LANGUAGE PROFICIENCY REQUIREMENTS

To support the implementation of Standards and Recommended Practices (SARPs) relating to the ICAO language proficiency requirements adopted in March 2003, the Secretariat’s plan of action includes the holding of regional seminars (on condition of sponsorship by host States), the development of an interactive CD (or DVD), and a study on the establishment of an accreditation system. A review of State implementation of the language proficiency Standards will be undertaken in 2006.

The interactive CD (or DVD) will provide benchmarks for the various levels of language proficiency and should facilitate standardized interpretation of the rating scale. The CD will contain several audio samples of spoken language at different competency levels and with different first language backgrounds. A rating and its rationale will be provided for each sample according to the six elements of the ICAO rating scale.

To address concerns about the lack of industry regulatory standards for language testing, the establishment of an accreditation service is being studied. Such a service would be offered on a cost-recovery, non-exclusive and non-mandatory basis.

6. MODERNIZATION OF THE AIR NAVIGATION SYSTEMS (CNS/ATM)

The ongoing task of the planning and implementation of CNS/ATM systems continued through the individual and combined efforts of Contracting States, Planning and Implementation Regional Groups (PIRGs), integration of specific CNS/ATM system elements into regional air navigation plans, cost-benefit analyses and the development of business and safety cases.

Implementation of GNSS-based non-precision approach (NPA) procedures continued. Following the commissioning of the wide area augmentation system (WAAS) in the United States in July 2003, the WAAS development and implementation programme included objectives to improve the level of service and expand coverage through the installation of reference stations in Canada and Mexico. Most of the planned thirty-four reference stations and all four master stations of the European Geostationary Navigation Overlay Service (EGNOS) were deployed. Ground facilities were being deployed in Japan pending the launch of the first multi-functional transport satellite (MTSAT) in support of the MTSAT satellite-based augmentation system (MSAS). Work began in India on developing the infrastructure needed by the GPS and GEO Augmented Navigation (GAGAN) system. The GALILEO programme also progressed and an agreement was reached between the European Union and the United States on GALILEO and GPS which covered a number of issues pertaining to the use of both systems for civil aviation applications.

Work continued on the development of performance requirements and SARPs for advanced global navigation satellite system (GNSS) applications (e.g. precision approaches for category (CAT) II/III operations) and new GNSS elements (e.g. GALILEO, ground-based regional augmentation system (GRAS)).

Global air traffic management (ATM) concept

The global ATM operational concept for the implementation of CNS/ATM systems and technologies outlines a range of conceptual changes that will evolve (up to and beyond the year 2025) and serve as the common framework to guide planning for implementation of ATM systems and to focus all ATM development work. Efforts are under way to formulate ATM systems requirements and to develop a transition strategy to facilitate realization of the ATM operational concept. In response to calls from the 35th Session of the Assembly, preparations began for a global meeting focussing on performance aspects of the air navigation system. The Air Navigation Commission approved recommendations from the Eleventh Air Navigation Conference on the framework for a comprehensive systems approach to safety, on safety certification and regulation, and on the concept of required total system performance (RTSP) to ensure that future ATM systems meet the expectations of the aviation community. The Commission also approved conference recommendations on capacity enhancement measures taken by States and regions to accommodate increasing levels of traffic, as well as recommendations on further development of CNS systems.

Harmonization of data link procedures

Operational use of controller-pilot data link communications (CPDLC), or the planning for its introduction, continued in several regions. Aeronautical telecommunication network (ATN)-based operational trials of CPDLC over VHF digital link (VDL) Mode 2 were carried out in the United States and are part of the LINK 2000+ programme of the European Organisation for the Safety of Air Navigation (EUROCONTROL) to supplement air-ground voice communications in Europe. Problems associated with the divergence arising from the implementation of two data link technologies (ATN-based and future air navigation systems (FANS)-based) were recognized by the various planning

and implementation regional groups (PIRGs). This divergence could result in different operating methods for the flight crew, the carriage of different types of equipment on board aircraft and differences in the ground system human-machine interface. Bearing these issues in mind, the European Air Navigation Planning Group (EANPG) and the North Atlantic Systems Planning Group (NAT SPG) agreed (NAT SPG/40 and EANPG/46) that it is important that the European (EUR) and North Atlantic (NAT) regions initiate dialogue among all concerned parties in the early stages of development and implementation, in order to ensure a harmonized data link service based on operational requirements, rather than technology, for high-density continental and high-density oceanic airspaces.

In addition, automatic dependent surveillance (ADS) trials were conducted in many locations with an emphasis on both ADS-broadcast (ADS-B) and ADS-contract (ADS-C). The development of SARPs and guidance material for the universal access transceiver (UAT), which will serve as an additional data link for ADS-B (in particular, for general aviation), continued. This, together with extensive work on the development of procedures aimed at using ADS-B for separation purposes, should lead to more efficient utilization of the airspace.

Other data link implementation activities involved the deployment of fourteen high frequency data link (HFDL) ground stations worldwide; there is an increasing population of aircraft (nearly 400) using this service. A study of the feasibility of using the Transmission Control Protocol/Internet Protocol (TCP/IP) protocol suite for the ATN and the possible use of Voice over Internet Protocols (VoIP) was also initiated.

New requirements for electronic terrain and obstacle data

New provisions relating to electronic terrain and obstacle data, based on users' requirements for such data and their implementation in different applications, were introduced in Annex 15 with consequential provisions introduced in Annexes 4 and 14. Certain applications are for the improvement of situational awareness, while others are safety-related, such as ground proximity warning systems with forward-looking terrain avoidance functions, and the design of contingency procedures for use in the case of an emergency during take-off or missed approach. Comprehensive guidance material is now being developed to facilitate implementation by States of the new provisions. Changes were also introduced to the World Geodetic System — 1984 (WGS-84) and the vertical reference model. Guidance material to cover all three reference systems for air navigation (horizontal, vertical and temporal) is in preparation.

7. SAFETY MANAGEMENT

ICAO is pursuing a number of safety-related projects; three of these are briefly described below:

Runway safety programme

As part of a global safety education and awareness campaign:

- safety seminars were held in Nairobi, Kenya and Chile;
- work on a runway safety tool kit was completed; and
- the PANS-ATM was amended to include global air traffic management procedures associated with runway operations.

Introduction of European Co-ordination Centre for Aviation Incident Reporting System (ECCAIRS) software to the ICAO Accident/Incident Data Reporting (ADREP) system

Since January 2004, ICAO has been using the ECCAIRS software, developed by the European Commission, to operate its ADREP system. The software utilizes the ADREP 2000 taxonomy which facilitates the sharing of safety data as well as the analysis of the data. Tools to convert data stored in other aviation occurrence reporting systems were also developed.

The move to the ECCAIRS system required the conversion of approximately 31 000 ADREP records and allowed for the redirection of efforts within ICAO from software design to maintaining the ADREP2000 taxonomy.



Participants at the ATS safety management seminar held in Chile in October

States using the ECCAIRS software can now submit their ADREP reports directly to ICAO in electronic format and approximately 10 States have made use of this facility. Most manual handling is eliminated by this method of reporting and the information received is more comprehensive. Furthermore, the feasibility of applying the ECCAIRS software for the reporting to ICAO of all bird strikes to aircraft for inclusion in the ICAO Bird Strike Information System (IBIS) is being studied.

The ECCAIRS software is available at no cost, and all States are encouraged to make use of it for their occurrence reporting systems.

Protection of safety-related information

Assembly Resolution A35-17: *Protecting information from safety data collection and processing systems in order to improve aviation safety* instructs the Council, inter alia, to develop appropriate legal guidance that will assist States to enact national laws and regulations to effectively protect information from all relevant safety data collection and processing systems, while allowing for the proper administration of justice in the State. For the purposes of this task, safety data collection and processing systems is understood to include accident and incident investigation records, mandatory safety reporting systems, confidential safety reporting systems, and self-disclosure reporting systems.

As a first step, ICAO will conduct a comprehensive review of national laws and regulations, made available by States, that address the subject of protecting information from safety data collection and processing systems, so that legal guidance can be developed and will reflect, to the extent possible, different cultures and legal systems.

8. STATISTICS — INTEGRATED STATISTICAL DATABASE (ISDB)

In 2004, ICAO introduced a major change to how it distributes the civil aviation statistics collected from its Contracting States through the regular Statistics Programme. Most significantly, data are no longer printed in hard copy but are now accessible online via the Internet.

The ICAO Statistics Programme, which was initiated in 1947, is responsible for the collection, analysis, processing and dissemination of worldwide statistics on commercial air carriers, international airports, air navigation services, and civil aircraft on register. At present, the Statistics Programme covers 11 data series (air carrier traffic, on-flight origin and destination (OFOD), traffic by flight stage (TFS), air carrier fleet, air carrier personnel, air carrier finances, airport traffic, airport finances, en-route traffic, air navigation services — financial data, and civil aircraft on register).

During the 1990s, the data for the Statistics Programme became fragmented into various types of data files and systems. Although this had a limited impact on the production of individual Digests, it created serious difficulties when trying to reply to inquiries (particularly where historical series were concerned) and carrying out data cross-checks among the various related programmes. In view of these circumstances, in 1999 it was decided to bring all the data sets into a single integrated database.

Work on the analysis and design of the new system was initiated in May 2000. Following a report prepared by consultants, the Council approved the funds for the development, testing and implementation of the new database. Work on this second phase of the project was initiated in June 2001 and the new system was put into production in September 2002. Today, data are entered into the ISDB as they are received from States. After validation by ICAO, they become available online. This timely access to data provides an opportunity to Contracting States, regional civil aviation bodies and external users to view and download data as required. It also provides a database from which regional civil aviation bodies can readily access the data for their member States.

During the forthcoming triennium (2005-2007), ICAO will expand the online availability of the data series to Contracting States through the ICAO Secure Site and to the public at large via ICAOData.com, a commercial website developed in cooperation with Air Transport Intelligence (ATI).

Through its websites, ICAO plans to remain the main public international source of civil aviation data. While ICAO provides the means to disseminate the data online, the overall coverage and timeliness of the data are, however, to a large extent dependent on States fulfilling their obligations under the Chicago Convention to file statistical reports with ICAO. It is only through this vital contribution by States and other reporting entities that this major effort being undertaken by ICAO will yield positive results.

9. UNIFIED STRATEGY FOR RESOLVING SAFETY DEFICIENCIES

The *Convention on International Civil Aviation* (Doc 7300) and its Annexes provide the legal and operational framework for Contracting States to build and maintain a civil aviation safety system based on mutual trust and recognition. The results of the Universal Safety Oversight Audit Programme (USOAP) revealed that many States were unable to live up to their safety oversight obligations as described under the Convention. The problem was sufficiently widespread that, if left unchecked, it could threaten the very premise of mutual recognition and would ultimately compromise safety.

A unified strategy to assist Contracting States experiencing difficulties in correcting safety deficiencies was developed, and Resolution A35-7: *Unified strategy to resolve safety-related deficiencies* was endorsed by the 35th Session of the Assembly. The unified strategy provides for the identification of problems, the analysis of root causes, and the tailoring of solutions and implementation methods at a regional, subregional or State level. Increased transparency, partnership, cooperation and assistance are the basic principles of the strategy, which will be implemented by ICAO Headquarters in conjunction with its regional offices.

10. UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME

The ICAO Universal Safety Oversight Audit Programme (USOAP) conducted safety oversight audit activities, in accordance with Assembly Resolution A32-11, in 181 Contracting States, two Special Administrative Regions (SARs) of China and three territories. Of these, 162 Contracting States, as well as the two SARs of China and the three territories, received an audit follow-up mission by the end of the year.

The results of the audit and audit follow-up missions were analysed using the Audit Findings and Differences Database (AFDD). The analysis identified safety oversight-related deficiencies and enabled the prioritization of actions to resolve them at a global, regional, or State (or group of States) level. The data in the AFDD also allows ICAO to keep a record of the status of implementation of States' corrective action plans and to update information on the level of implementation of the critical elements of States' safety oversight systems.

The Safety Oversight Audit Section, which was certified in 2002 under the International Organization for Standardization Office (ISO) Standard Quality Management Systems — Requirements: ISO 9001:2000, continued with the implementation of its quality management system. As a result of the maintenance audit conducted by AOQC Moody International Inc. in October, the Section's ISO certificate was renewed for another year.

Pursuant to Assembly Resolution A33-8, USOAP was to be expanded in 2004 to cover Annex 11 — *Air Traffic Services*, Annex 13 — *Aircraft Accident and Incident Investigation* and Annex 14 — *Aerodromes*. However, due to the interrelationship between the provisions of these three Annexes with those of other Annexes to the Convention, the expansion of the programme was delayed by one year, in order to propose to the 35th Session of the Assembly a further expansion of the Programme. This expansion would include safety-related provisions in all safety-related Annexes, while adopting a comprehensive systems approach for conducting audits, instead of an Annex-by-Annex approach which was used for the first audit cycle.

The transition to a comprehensive systems approach received unanimous support from the 35th Session of the Assembly, and, as a result, Resolution A35-6: *Transition to a comprehensive systems approach for audits in the ICAO Universal Safety Oversight Audit Programme (USOAP)* was adopted.

In preparation for the launching of audits under the comprehensive systems approach in January 2005, ICAO developed a series of audit tools, namely, the State Aviation Activity Questionnaire, Compliance Checklists and Audit Protocols. The first in a series of auditor training courses was held at ICAO Headquarters in December.

CHAPTER 5. TECHNICAL CO-OPERATION

Brief summaries of technical cooperation projects are shown in Appendix 8 under country, inter-country and inter-regional listings.

1. SYNOPSIS

The different types of cooperation programmes administered by the Technical Co-operation Bureau (TCB) are:

1. United Nations Development Programme (UNDP), including cost sharing;
2. Trust Funds (TF), including Management Service Agreements (MSAs);
3. Civil Aviation Purchasing Service (CAPS); and
4. Associate Experts Programme.

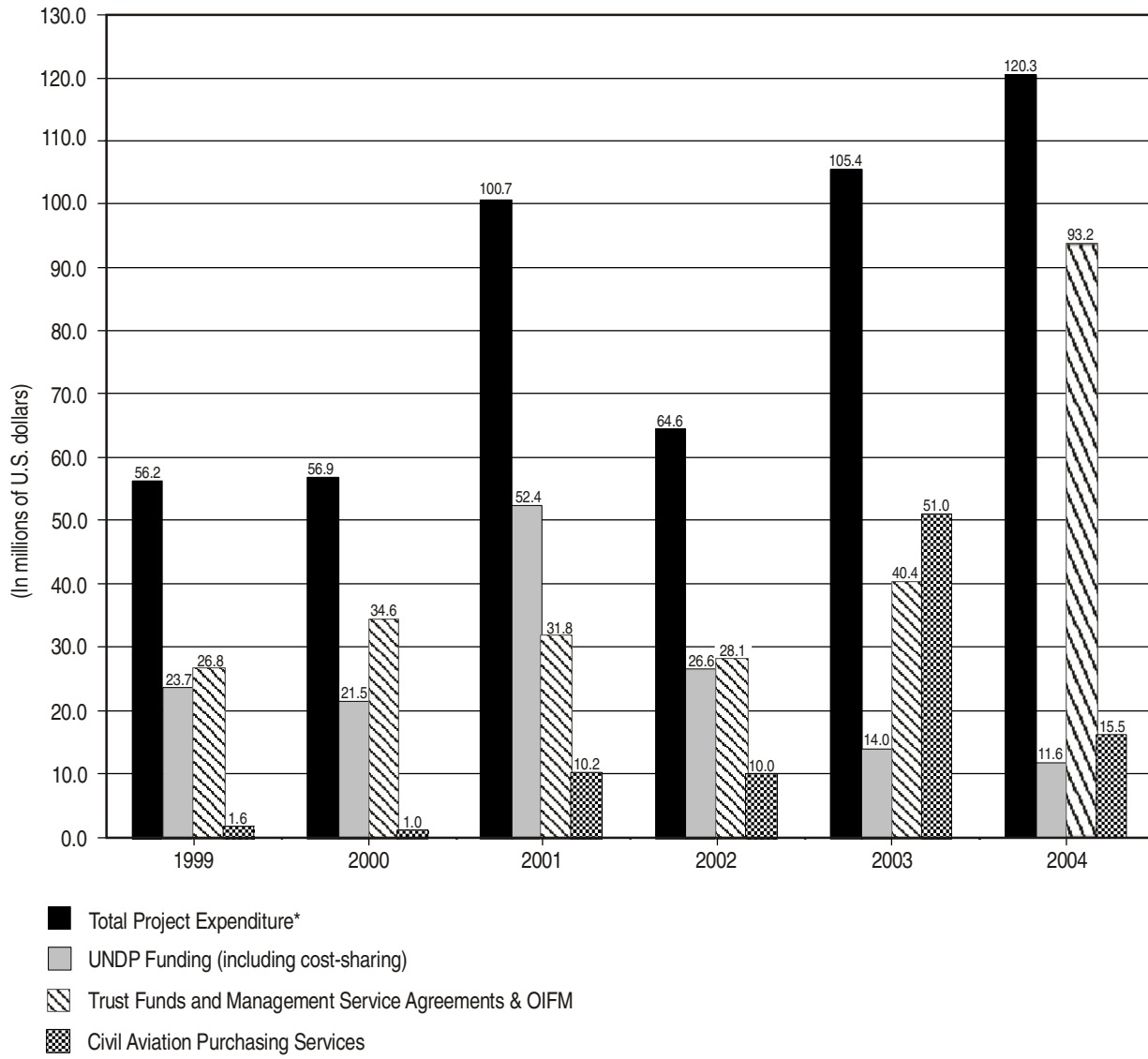
In addition, under the ICAO Objectives Implementation Funding Mechanism (OIFM), Airbus contributed \$200 000¹; the Boeing Company contributed \$185 000; and the European Commission contributed \$684 814. Details of these contributions are included in the project summaries.

The funds made available through ICAO to provide technical cooperation to States in 2004 were less than those provided in 2003. UNDP core funding in 2004 amounted to \$0.16 million. The total programme available for implementation in 2004, including portions of projects implemented by governments, amounted to \$155.8 million, of which \$120.3 million was actually implemented, representing a delivery rate of 77 per cent. ICAO project expenditures under the UNDP programme, which was mostly cost sharing and included projects for which ICAO acted as Implementing Agency, were \$11.6 million in 2004, compared with \$14.0 million in 2003. The Trust Fund expenditures, including the ICAO OIFM, increased in 2004 to \$18.0 million compared with \$6.2 million in 2003. The Civil Aviation Purchasing Service (CAPS) which is, in effect, another form of Trust Fund, has 116 governments or organizations registered to use this facility. Its expenditures decreased in 2004 to \$15.5 million compared with \$51.0 million in 2003.

Diagrams 5-1 and 5-2 show the performance of ICAO technical cooperation over the years 1999 to 2004 in terms of both the annual project expenditures and its 3 basic elements of cooperation — experts, fellowships and equipment.

1. All amounts listed in this chapter are in U.S. dollars.

**Diagram 5-1. Annual Expenditures —
ICAO Technical Co-operation Programme**



*Includes expenditures incurred by ICAO in implementing agency capacity

Diagram 5-2A. Experts employed and fellowships awarded

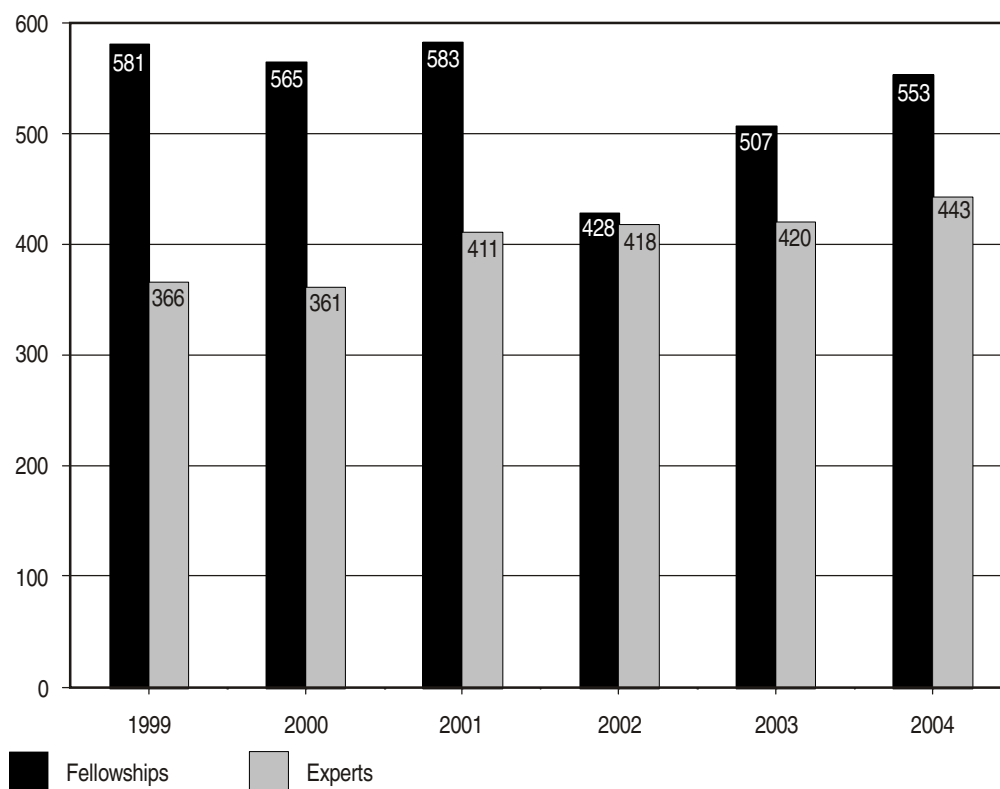
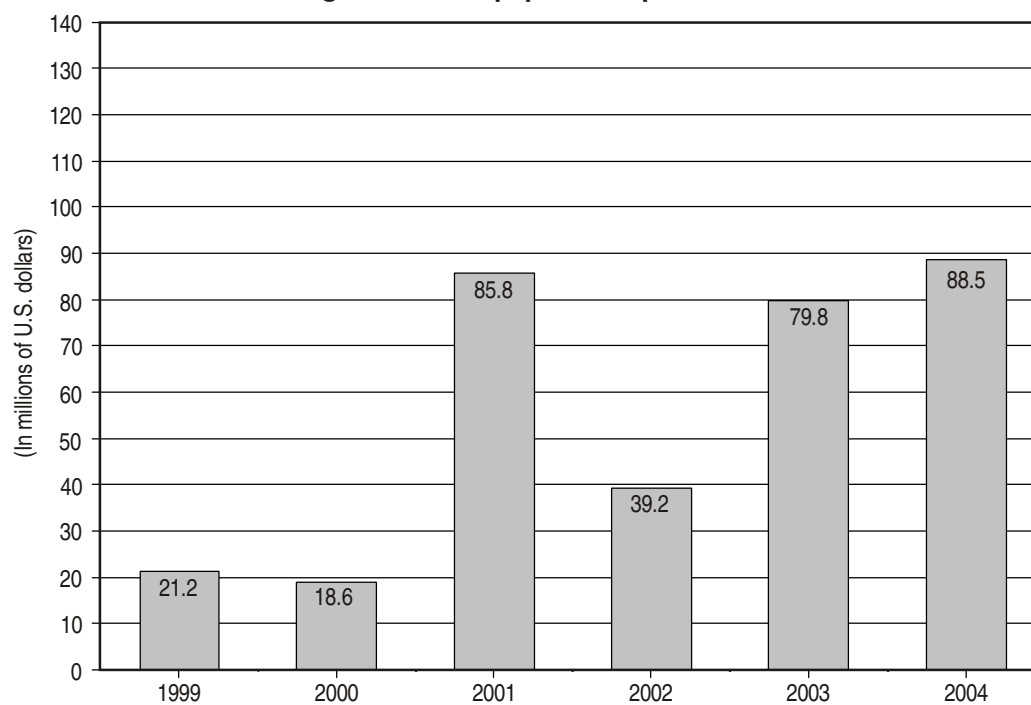


Diagram 5-2B. Equipment expenditures



The Technical Co-operation Programme by Region
(in millions of U.S. dollars)

Region	2003	2004	Increase (+)/ decrease (-) (%)
Africa	7.00	7.49	(+7)
Americas	53.62	122.56	(+129)
Asia and the Pacific	4.64	5.65	(+22)
Europe and the Middle East	54.94	20.06	(-63)
Total Programme	120.2	155.8	

United Nations Development Programme

UNDP-funded country projects, including cost sharing in which most of the funds were provided by the government, recorded a net increase in 2004. Expenditures on inter-country projects decreased 36 per cent from \$483 924 in 2003 to \$307 892 in 2004 and country project expenditures increased 42 per cent from \$6 633 979 in 2003 to \$9 431 214 in 2004. For 2004, country projects accounted for 97 per cent of total UNDP project expenditures, with inter-country projects accounting for the remaining 3 per cent.

Cost sharing, a combination of UNDP and government funding of international inputs in which the government's share is over 98 per cent of the total project budget, has been another source of finance for ICAO technical cooperation projects. The amount contributed in 2004 by governments to UNDP towards funding of their own projects was \$9.6 million as compared with \$5.1 million in 2003. Expenditures covered by cost sharing are included, as prescribed by UNDP practice, in the UNDP project expenditures.

The large-scale (over \$500 000) UNDP and government cost-sharing projects approved or revised in 2004 comprised:

Country	Project title
Colombia	Development and Modernization of the Aeronautical and Airport Infrastructure and Institutional Strengthening of AEROCIVIL
Equatorial Guinea	Reinforcement of National and Institutional Capacity in Civil Aviation
Paraguay	Support to the National Directorate of Civil Aeronautics

Trust Funds

The country funds placed with ICAO as Trust Funds are for specific projects. These programmes are concentrated in a small number of countries, unlike UNDP funds which are available to all developing countries. In 2004, there were 43 country and 8 inter-country projects. Total

expenditures under Trust Funds, including those under the ICAO OIFM, were \$18.0 million in 2004, compared with \$6.2 million in 2003, an increase of 190 per cent.

A Management Service Agreement (MSA) is a form of Trust Fund Agreement but with one major difference: under an MSA, the cost of providing the service is calculated so that all management and administration costs incurred by the Organization are recovered. Accordingly, a specific handling charge based on the estimated actual cost of delivering the services, and not on a fixed percentage of the contract value, is included in the contract. In 2004, ICAO expenditures under MSAs, including the ICAO OIFM, amounted to \$36 294 975.

Large-scale Trust Fund and MSA projects (over \$500 000) approved or expanded in 2004 included:

Country	Project title
Africa Region	Cooperative Development of Operational Safety and Continuing Airworthiness Programme in the Banjul Accord Group Member States and Feasibility Study on its Institutionalization
Americas Region	Regional Safety Oversight System
Asia/Pacific Region	Cooperative Aviation Security Programme — Asia/Pacific Region (CASP-AP)
Argentina	Strengthening of the Comando de Regiones Aéreas; CNS Project in Argentina for the Investment of New Basic Systems
Bolivia	Safety Oversight and Air Navigation
Brazil	Technical Assistance Project to the Brazilian Company of Airport Infrastructure (INFRAERO) in Airport Planning
Dominican Republic	Strengthening of the Air Traffic Services of the Directorate General of Civil Aviation
Lebanon	Assistance to the Directorate General of Civil Aviation
Mexico	Modernization of the Training System of the Aeronautics of Mexico
Panama	Strengthening of the Tocumen International Airport of Panama
Saudi Arabia	Presidency of Civil Aviation
Thailand	Operational Readiness and Airport Transfer (ORAT) Programme for Suvarnabhumi Airport; ICAO Assistance with the Aviation Security Programme, Airport Emergency Plan, Aerodrome Manual and Safety Management Systems for Airports of Thailand (AOT) Public Company Ltd.
Venezuela	Modernization of Airports Air Traffic Control

Civil Aviation Purchasing Service (CAPS)

ICAO established the Civil Aviation Purchasing Service (CAPS) in 1974 to assist developing countries in the procurement of aviation equipment. CAPS, essentially a type of Trust Fund arrangement, utilizes a progressively reducing scale of charges, according to the value of the purchase involved. Over the years, CAPS activities have grown steadily. In 2004, these activities

represented 13 per cent of the total Technical Co-operation Programme. Continued interest in the use of CAPS was experienced in 2004 with payments made by the governments and organizations concerned to ICAO for purchases under this service amounting to \$8.31 million.

Associate Experts Programme

Agreements exist between ICAO and the Governments of Belgium, Denmark, Finland, France, Germany, Italy, Japan and Sweden, through which these countries provide associate experts to assist ICAO experts in the field, at Regional Offices or at ICAO Headquarters. During the year, 2 were assigned, 1 to Bangkok and 1 to ICAO Headquarters.

External Funding

Technical cooperation activities financed through external funding, from sources other than UNDP and governments funding their own projects, are summarized below.

Airbus

Airbus participated in and contributed to the Cooperative Development of Operational Safety and Continuing Airworthiness Project — Latin America (COSCAP-LAM) for the establishment and operation of the regional safety oversight system in the region, as well as in the Cooperative Development of Operational Safety and Continuing Airworthiness Projects — South Asia (COSCAP-SA), Southeast Asia (COSCAP-SEA) and North Asia (COSCAP-NA).

Asian Development Bank (ADB)

The ADB awarded a grant to the Ministry of Civil Aviation and Tourism (MOCAT) of Afghanistan for a project executed by ICAO for the preparation of a Civil Aviation Master Plan (CAMP). The ADB also approved a loan to the Government of the Lao People's Democratic Republic for execution by ICAO of a SARPs compliance project (Mekong Tourism Development Project — Louang Nantha Airport Improvement), ensuring the airport's compliance with international safety standards. The purpose of the project is to create facilities that will help accommodate additional air traffic at the airport and stimulate tourism in the Greater Mekong Subregion.

Boeing Company

The Boeing Company participated in and contributed to the Cooperative Development of Operational Safety and Continuing Airworthiness Projects — South Asia (COSCAP-SA), Southeast Asia (COSCAP-SEA) and North Asia (COSCAP-NA). It also partially funded a project implemented by ICAO in cooperation with the Interstate Aviation Committee (IAC) for the enhancement of the safety and efficiency of air transport operations in the Commonwealth of Independent States (CIS).

Czech Republic

The Czech Republic continued funding a project to train civil aviation personnel from countries in the European region.

Embraer

Embraer participated in and contributed to the Cooperative Development of Operational Safety and Continuing Airworthiness Project — Latin America (COSCAP-LAM) for the establishment and operation of a regional safety oversight system.

European Commission (EC)

The EC contributed to the Cooperative Development of Operational Safety and Continuing Airworthiness Project — Latin America (COSCAP-LAM) and continued funding a project in Bosnia and Herzegovina, the aim of which is to establish an effective Department of Civil Aviation.

European Investment Bank (EIB)

The implementation of the project for the cooperative development study of safety oversight and the establishment of an East African upper flight information region, funded by the EIB, commenced. The process was discontinued, however, due to a decision by the participating States to adopt a different funding option and strategy.

France

The Government of France funded the participation of French Guiana in the management of the South American Digital Network (REDDIG) project. The Ministry of Foreign Affairs, through its Cooperation Division, funded projects in the area of search and rescue, including a project implemented by the African Civil Aviation Commission (AFCAC) and ICAO to carry out search and rescue evaluation missions to African States and prepare reports with recommendations which will enable the States concerned to take appropriate remedial action where necessary. The other funded projects provided formal training at institutions, workshops and a conference on financing of search and rescue in Africa. The Ministry, through its Cooperation Division, continued its funding of a project to provide support to the Union Économique et Monétaire Ouest Africaine (UEMOA) in the definition and adoption of an air transport policy.

Spain

The Government of Spain, through the Airports and Air Navigation Authority (AENA), provided support to technical cooperation activities in the Caribbean and South American (CAR/SAM) region. Several seminars on airport planning and management and air navigation systems were organized with the support of AENA and the Spanish Agency for International Cooperation (AECI). AENA, together with the Madrid Polytechnic University, awarded fellowships to candidates from the region for post-graduate courses in airport systems and infrastructure. AENA also provided support and funds

for, and participated in, the Satellite-Based Augmentation System (SBAS) regional project for the development of the European Geostationary Navigation Overlay Service (EGNOS) in the CAR/SAM region.

Transport Canada

Transport Canada participated in and contributed to the Cooperative Development of Operational Safety and Continuing Airworthiness Project — North Asia (COSCAP-NA).

Actions by the Council

The Council completed its deliberation on updating the New Policy on Technical Co-operation, acknowledging the need to accord greater operational flexibility to the Technical Co-operation Bureau while maintaining the appropriate controls. The Council recognized that it was necessary to expand the provision of technical cooperation by ICAO to non-State entities (public and private) directly involved in civil aviation, having also recommended that assistance be provided, upon request, to non-State entities implementing projects in Contracting States. The corresponding recommendations by the Council to the 35th Session of the Assembly were subsequently endorsed as Assembly Resolutions A35-20 and A35-21. The Council also approved that the provision from the annual surplus in the Administrative and Operational Services Cost (AOSC) Fund for improving the efficiency and effectiveness of the Technical Co-operation Bureau be increased to 25 per cent to be used in any given year commencing with the year 2003.

2. FINANCE

In the following table, expenditure figures only are given, expressed as totals by country; i.e., if 2 or more projects are executed in 1 country, the figure reported will be the total of these projects.

3. PERSONNEL

There were 78 experts in the field at the end of 2004 compared with 87 at the end of 2003. ICAO employed a total of 443 experts from 32 countries during all or part of the year on projects administered by the Technical Co-operation Bureau; some of these experts were employed in 2 or more programmes during the year, bringing the total to 515 instead of 443. Of the 515, 51 were on assignments under UNDP and 464 on Trust Fund projects (including 2 under the Associate Experts Programme). Of the experts employed on UNDP projects, 51 were consultant personnel; on Trust Fund projects, 27 were on operational assistance (OPAS) assignments and 437 were consultant personnel. There were also 7 United Nations Volunteers and 966 National Professionals. In 2004, 356 new experts were recruited, either to fill new posts or as replacements; in addition, 72 posts

were filled through transfers or promotions, bringing the total of vacant posts filled during the year to 428. Separations from service during the year totalled 377.

The distribution of experts by nationality, grade and programme is shown in Appendix 9, and their distribution by recipient country and field of expertise in Appendix 10.

**United Nations Development Programme (UNDP), Trust Fund (TF),
Management Service Agreement (MSA) and Civil Aviation Purchasing Service (CAPS)
Projects Executed by ICAO in 2004**
(in U.S. dollars)

Country/Project/Fund	UNDP*	TF	MSA	CAPS	Total
Afghanistan			367 847		367 847
Argentina			3 309 584		3 309 584
Associate Experts		130 363			130 363
Bolivia		1 273 012		7 407	1 280 419
Bosnia and Herzegovina		540 784			540 784
Brazil			10 044 463	8 019 976	18 064 439
Cape Verde				-126 058	-126 058
Colombia	-388 402		17 757		-370 645
COSCAP — EC Grants			144 030		144 030
Cuba				7 200	7 200
Cyprus			11 774		11 774
Czech Republic			6 860		6 860
Democratic People's Republic of Korea				-59 398	-59 398
Democratic Republic of the Congo			631 562		631 562
Dominican Republic**			6 966 005		6 966 005
Ecuador	6 356 586	47 724			6 404 310
East African Communities			224 967		224 967
Egypt				7 875	7 875
Equatorial Guinea	23 044		11 136		34 180
Ghana			11 795		11 795
Greece			577 173		577 173
Guatemala			34 021		34 021
Haiti		35 090			35 090
India			45 008		45 008
Indonesia	367 495				367 495
Lebanon	-5 714		356 482		350 768
Libya			31 635	15 043	46 678
Maldives			30 740		30 740
Mexico		25 658	55 600		81 258
Mozambique				18 739	18 739
Nepal			118 340		118 340
Nigeria			47 588		47 588
Oman		353 708			353 708
Panama		13 240 134	3 065 048		16 305 182
Peru			4 162 488	14 703	4 177 191
Philippines		93 518	47 201		140 719
Republic of Korea	5 187	30 240			35 427
Romania			109 931		109 931
Saudi Arabia			6 025 932		6 025 932
Singapore		70 927			70 927

Country/Project/Fund	UNDP*	TF	MSA	CAPS	Total
Somalia	3 085 822				3 085 822
Sri Lanka			15 626		15 626
Sudan				491 035	491 035
Sweden			25 861		25 861
Syrian Arab Republic			252 046	3 750 911	4 002 957
Thailand		16 312	1 957 244		1 973 556
Trinidad and Tobago				1 211 048	1 211 048
United Arab Emirates			287 273		287 273
United Nations Mission in Kosovo			559 954	2 034 473	2 594 427
Venezuela***			35 328 836		35 328 836
Lump-sum Contracts		190 020			190 020
Other Projects	-12 804	1 812	5 167	5 513	-312
Country Sub-Total	9 431 214	16 049 302	74 886 974	15 398 467	115 765 957
Inter-Country					
Transición a Los Sistemas CNS/ATM en la regiones CAR y SAM	297 759				297 759
Regional Operational Safety Oversight System in Latin America		447 242			447 242
Cooperative Development of Operational Safety and Continuing Airworthiness Project — South East Asia		245 988			245 988
Cooperative Development of Operational Safety and Continuing Airworthiness Project — North Asia		316 043			316 043
Cooperative Development of Operational Safety and Continuing Airworthiness Project — South Asia		358 672			358 672
System for Management of the South American Digital Network (REDDIG)		370 546			370 546
Regional Africa — Ministry of Foreign Affairs			96 301		96 301
Regional Africa — Amélioration des Services de Recherches et Sauvetage (SAR) — Phase II			139 829		139 829
Other Projects	10 133	79 268	33 352		122 753
Regional CAEP Study				114 517	114 517
Inter-Country Sub-Total	307 892	1 817 759	269 482	114 517	2 509 650
Total Country and Inter-Country	9 739 106	17 867 061	75 156 456	15 512 984	118 275 607
ICAO Objectives Implementation Funding Mechanism (OIFM)		112 535			112 535
GRAND TOTAL	9 739 106	17 979 596	75 156 456	15 512 984	118 388 142

* Primarily financed by beneficiary governments under cost-sharing arrangements.

** Includes the full implementation value of a purchase order for which payment of \$3 645 180 will be effected directly by the government.

*** Procurement of equipment effected by ICAO but payments to be made by the government to the suppliers.

SUMMARY OF EXPENDITURES AND SUPPORT COSTS FOR THE YEAR 2004
(in U.S. dollars)

Expenditures

UNDP Cost Sharing Projects	9 739 106
Trust Funds and Lump-Sum Contracts (excluding OIFM)	17 867 061
ICAO Objectives Implementation Funding Mechanism (OIFM)	112 535
Civil Aviation Purchasing Service (CAPS)	15 512 984
Management Service Agreements (MSA)	36 182 440
	79 414 126
UNDP projects for which ICAO acted as Implementing Agency	1 909 722
	81 323 848

Support Costs

Support costs charged against the following projects:

UNDP (cost sharing)	721 663
ICAO OIFM	8 930
Trust Funds, CAPS, MSA Projects and Lump-Sum	5 228 172
	5 958 765
UNDP projects for which ICAO acted as Implementing Agency	118 732
	6 077 497

* Of the above total, \$9.6 million was funded by Governments and the balance by UNDP.

4. FELLOWSHIP AWARDS

During the year, 553 fellowships were awarded for a total duration of 423 work-months of which 527 were implemented; 200 under UNDP projects including cost sharing and 327 under Trust Funds including Management Service Agreements. There was an increase of 46 awards over the total number of fellowships awarded in 2003 (507 awards). The number of fellowships awarded under Trust Fund projects has increased from 284 in 2003 to 347 in 2004, while the fellowships awarded under UNDP projects amounted to 206. However, considering the cost sharing funds that were provided by countries to UNDP, the 2004 Fellowships Programme was almost entirely funded by developing countries themselves. This reflects the commitment of these countries to train their own civil aviation staff, thus filling the gap created by the continuous decline in traditional UNDP funding

of human resource development in the civil aviation subsector. Furthermore, 199 fellows (38 per cent of the total fellowships implemented) attended courses at training centres in developing countries that were established or expanded with the cooperation of ICAO, while the remaining 328 (62 per cent) were trained at other training centres throughout the world. The average duration of a fellowship was 0.8 months and the average cost, including tuition fees, travel and living expenses, was \$6 090. It should be noted that a total of 38 awards were issued under the ICAO-Singapore Developing Country Training Programme in the field of Management. A total of 21 countries benefited from this Programme in 2004.

Details of the nationalities of the recipients, fields of training, host countries and duration of the awards can be found in Appendix 11.

5. EQUIPMENT AND SUBCONTRACTS

During 2004, 453 purchase orders and subcontracts were issued for the Technical Co-operation Programme and the Regular Programme compared with a total of 445 in 2003. The total procurement implementation for 2004 for both programmes was \$102.45 million compared with \$82.82 million in 2003. The above-mentioned procurements include 354 purchase orders and subcontracts for the Technical Co-operation Programme for a total amount of \$88.5 million, compared with \$73.2 million in 2003, and a further 99 purchase orders and subcontracts for \$13.95 million covering procurements of equipment and services for the Regular Programme and Technical Co-operation Bureau administrative needs.

Among the significant purchases made and contracts awarded during the year were the following:

- Air traffic control system for the Dominican Republic: \$6 930 000
- Passenger boarding bridges for Panama: \$10 567 963
- Radars for Venezuela: \$14 394 891
- Airport rescue and fire fighting vehicles for Venezuela: \$4 581 489
- Upgrade of control tower for Venezuela: \$2 989 929

Details of all significant procurements are provided in Appendix 12.

6. UNDP AND TRUST FUND PROGRAMMES

ICAO had resident missions in 34 countries during all or part of 2004. Under various Trust Fund arrangements, the Organization provided cooperation to 113 countries. ICAO executed 253 projects in 2004, of which 8 were operationally completed during that year.

New Projects In 2004

Country	Project title	Initial duration
Africa Region	Cooperative Development of Operational Safety and Continuing Airworthiness Programme in the Banjul Accord Group Member States and Feasibility Study on its Institutionalization	2 years
Asia/Pacific Region	Cooperative Aviation Security Programme — Asia/Pacific Region (CASP-AP)	36 months
Afghanistan	Technical Cooperation to Afghanistan (Civil Aviation Master Plan)	3 months
Argentina	CNS Project in Argentina for the Investment of New Basic Systems	2 years
Bolivia	Safety Oversight and Air Navigation	5 years
Brazil	Technical Assistance Project to the Brazilian Company of Airport Infrastructure (INFRAERO) in Airport Planning	1 year
Equatorial Guinea	Reinforcement of National and Institutional Capacity in Civil Aviation	4 years
India	Goa International Airport Feasibility Study	8.5 months
	Hyderabad International Airport Limited Aeronautical Study	1 month
Lebanon	Assistance to the Directorate General of Civil Aviation	1 year
	Reactivation of the Civil Aviation Safety Centre	1 year
Maldives	Assistance to Maldives Airports Company Ltd.	2.5 months
Mexico	Modernization of the Training System of the Aeronautics of Mexico	2 years
Nepal	Assistance to Royal Nepal Airlines Corporation (RNAC)	4 months
Paraguay	Support of the National Directorate of Civil Aeronautics	1 year
Sri Lanka	Sri Lanka Aerodrome Certification Project	5 weeks
Thailand	Operational Readiness and Airline Transfer (ORALT) Master Plan Preparation for Thai Airways	4 months
	Aviation Security Assistance to Airports of Thailand (AOT) Public Company Ltd.	11 months
	ICAO Assistance with the Aviation Security Programme, Airport Emergency Plan, Aerodrome Manual and Safety Management Systems for Airports of Thailand (AOT) Public Company Ltd.	2 months
Venezuela	Modernization of Airports Air Traffic Control	3 years

CHAPTER 6. CONSTITUTIONAL AND LEGAL QUESTIONS

1. WORK PROGRAMME OF THE LEGAL COMMITTEE AND LEGAL MEETINGS

The 35th Session of the ICAO Assembly established the General Work Programme of the Legal Committee as follows:

- 1) *Consideration, with regard to CNS/ATM systems including global navigation satellite systems (GNSS), of the establishment of a legal framework.* The Secretariat Study Group on Legal Aspects of CNS/ATM Systems submitted its final report to the Council. This report covered consideration of a contractual framework and of an international convention relating to CNS/ATM systems. The Council submitted its report to the 35th Session of the Assembly, and on that basis the Assembly adopted Resolution A35-3: *A Practical Way Forward on Legal and Institutional Aspects of Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM) Systems.*
- 2) *Consideration of the modernization of the Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface, signed at Rome on 7 October 1952.* The Legal Committee, during its 32nd Session, considered the text of a Draft Convention on Damage Caused by Foreign Aircraft to Third Parties. The Council considered the Legal Committee report on this subject, which included the text of the Draft Convention resulting from the deliberations of the Committee. The Council agreed that the text of the Draft Convention was not yet mature enough for submission to a Diplomatic Conference and required additional study. A Special Group on the Modernization of the Rome Convention of 1952 was established to advance the work.
- 3) *Acts or offences of concern to the international aviation community and not covered by existing air law instruments.* The Council reported to the 35th Session of the Assembly on the status of the implementation of Assembly Resolution A33-4: *Adoption of national legislation on certain offences committed on board civil aircraft (unruly/disruptive passengers).*
- 4) *International interests in mobile equipment (aircraft equipment).* The Secretary General received the necessary start-up funding for the work of the Preparatory Commission for the International Registry provided on a voluntary basis by Contracting States and interested private parties. An international tendering process began. From among four candidates, the Preparatory Commission, at its second meeting held in Montréal from 27 to 28 May, selected *Aviareto* from Ireland as the entity which will establish the International Registry and act as the Registrar, in accordance with the *Convention on International Interests in Mobile Equipment* and the Protocol thereto on Matters specific to Aircraft Equipment, adopted in Cape Town in November 2001.



**The 32nd Session of the ICAO Legal Committee
held from 15 to 21 March in Montréal**

The Working Group set up by the Preparatory Commission agreed on a set of draft Regulations for the International Registry, which will be tabled before the Preparatory Commission at its third meeting scheduled to be held in Montréal from 17 to 18 January 2005.

- 5) *Review of the question of the ratification of international air law instruments.* The Secretariat continued to take administrative action necessary to encourage ratification, such as the development and dissemination of ratification packages, promotion of ratification at various fora such as meetings, and continued emphasis on ratification matters by the President of the Council and the Secretary General during their visits to States.
- 6) *United Nations Convention on the Law of the Sea – Implications, if any, for the application of the Chicago Convention, its Annexes and other international air law instruments.* The Secretariat pursued its monitoring activities in this area.

The Legal Committee also expressed its views on a draft amendment to the Technical Annex to the *Convention on the Marking of Plastic Explosives for the Purpose of Detection* and recommended that certain provisions of the Convention be applied, *mutatis mutandis*, without

amending either the Convention or its Technical Annex. Based on this recommendation, as endorsed by the Council on 31 May, the 35th Session of the Assembly adopted Resolution A35-2: *Application of Article IV of the Convention on the Marking of Plastic Explosives for the Purpose of Detection*

2. RATIFICATIONS, ADHERENCES AND ACCEPTANCES

The States that ratified or adhered to multilateral air law instruments in 2004 are listed in Appendix 1. This information is also posted on the ICAO website (Treaty Collection).

The Protocol of amendment to the Chicago Convention relating to Article 56, adopted on 6 October 1989 (increase of the Air Navigation Commission from 15 to 19 members), was ratified by 7 new States, bringing the total number of ratifications to 106 by the end of 2004. Ratification by 108 States is required for entry into force.

3. ASSISTANCE IN THE FIELD OF AVIATION WAR RISK INSURANCE

Globaltime, an ICAO proposal for a global scheme intended to provide non-cancellable, third-party aviation war risk coverage through a non-profit insurance entity with multilateral backing of governments for the initial years, is a short- and medium-term contingency scheme (Resolution A33-20 refers). By the end of the year, Contracting States representing 46.36 per cent of annual contribution rates indicated their intention to participate in Globaltime, among which 34.93 per cent under certain conditions (Resolution A33-26 refers). Therefore, the 51 per cent threshold of intentions to participate has so far not been reached and the ICAO global scheme is held in contingency mode (State letter LE 4/64-03/65 dated 30 June 2003 refers). The Secretariat continued monitoring market developments and, in this respect, participated in the High-Level Conference on Catastrophic Risks and Insurance organized on the occasion of the 74th Session of the Insurance Committee of the Organisation for Economic Co-operation and Development (OECD).

4. SPECIAL SUPPORT

Pursuant to Assembly Resolution A33-1: *Declaration on misuse of civil aircraft as weapons of destruction and other terrorist acts involving civil aviation* and as a part of the ICAO Aviation Security Plan of Action, the Legal Bureau (LEB) completed a study on legal measures to cover the new and emerging threats. The study recommended further review of the existing aviation security conventions. LEB also provided legal advice on draft Assembly resolutions relating to man-portable air defense systems (MANPADS) and certain documents relating to the Universal Security Audit Programme.

LEB delivered several legal opinions on air navigation matters, notably on draft Resolution A35-14 regarding the formulation of SARPs and PANS, on a draft revised note on the Notification of differences to Annexes and on the implementation of Annex 6 Standards regarding emergency locator transmitters (ELT). LEB coordinated with the Air Navigation Bureau (ANB) on the development of a Memorandum of Cooperation (MoC) with EUROCONTROL regarding safety oversight audit and related matters.

LEB was represented in the Multidisciplinary Secretariat Team on the Environment and provided support to the Air Transport Bureau, mainly on market-based options for emissions reduction, including during CAEP/6 (Montréal, 2-12 February).

LEB discharged its representative functions in proceedings brought against ICAO before Advisory Joint Appeals Board (AJAB) and the United Nations Administrative Tribunal (UNAT).

Extensive legal advisory services were provided in relation to activities administered by the Technical Co-operation Bureau. The ongoing work of the Procurement Procedures Review Group was led by LEB.

LEB was represented in the Secretariat Air Passenger Health Multi-Disciplinary Working Group (APHMWG) and legal advice was provided on Assembly Resolution A35-12: *Protection of the health of passengers and crews and prevention of the spread of communicable disease through international travel*. Legal comments were also provided to the World Health Organization (WHO) on their draft revised International Health Regulations (IHR).

5. REGISTRATION OF AGREEMENTS AND ARRANGEMENTS

In 2004, the total number of agreements and arrangements registered with the Organization pursuant to Article 83 of the *Convention on International Civil Aviation* rose by 44 to 4 737. The total number of agreements relating to Article 83 *bis* registered with the Organization rose by 19 to 50.

The database of aeronautical agreements and arrangements (DAGMAR) was further enhanced. Essential information on all registered agreements is available on the ICAO website.

CHAPTER 7. REGIONAL ACTIVITIES

PART I. REGIONAL OFFICES

1. GENERAL

The Regional Offices, in coordination with the Regional Affairs Office at Headquarters, are primarily responsible for maintaining liaison with States to which they are accredited and with other appropriate organizations, regional civil aviation bodies and the United Nations Regional Economic Commissions. The Regional Offices promote implementation of ICAO policies, decisions, Standards and Recommended Practices (SARPs) and regional air navigation plans and provide technical assistance when requested.

Highlights from the year's activities in each Regional Office are provided in Section 2. The work of planning and implementation regional groups (PIRGs) is contained in Table 7-1.

Appendix 14 provides information on missions to States. Appendix 15 shows States' attendance at ICAO meetings organized by Regional Offices. A list of specific activities of Regional Offices for the current year is provided in Appendix 16.

2. HIGHLIGHTS OF ACTIVITIES OF REGIONAL OFFICES

- provision of assistance to States in preparing for the introduction of new larger aircraft as well as in developing new mega-greenfield airports in the Asia and Pacific Region;
- execution of the Cooperative Development of Operational Safety and Continuing Airworthiness Project (COSCAP) — South Asia; COSCAP — South East Asia; and COSCAP — North Asia; participation in the preparations for establishing a Cooperative Aviation Security Programme, Asia/Pacific (CASP-AP);
- implementation of very small aperture terminal (VSAT) communication for 10 States in north eastern Africa and 3 States in the Gulf area. When completed, the project will provide static-free aeronautical fixed service (AFS) communication between the participating States and also with States in the Agence pour la Sécurité de la Navigation Aérienne en Afrique et à Madagascar (ASECNA) and in the Southern African Development Community (SADC) VSAT network;

- introduction of reduced vertical separation minimum (RVSM) in Africa, with the participation of the Air Traffic Navigation Services (ATNS) of South Africa, the International Air Transport Association (IATA) and the Eastern and Southern African Office. The project has been progressing through the collecting and analysing of data from States with the goal of firmly establishing the safe operation of RVSM in Africa;
- organization of the second meeting of the Directors General of Civil Aviation of the Western and Central African Region on enhancing safety and security in the Region. This meeting established a mechanism to address air navigation deficiencies and safety-related issues.
- normalization of air navigation services in the Balkan area;
- participation in the work towards provision of sufficient airspace capacity to handle the increased demand during the Olympic Games to be held in Athens;
- completion of airspace reorganization in the MID Region and the harmonization of ATS routes in the Africa-Indian Ocean (AFI) and European (EUR) Regions;
- implementation of a Middle East (MID) VSAT network for the improvement of fixed aeronautical ground/ground communication (air traffic services (ATS) direct speech, aeronautical fixed telecommunication network (AFTN)) in the MID Region and to ensure the interoperability between the MID VSAT and the north eastern African VSAT (NAFISAT) network;
- assistance to implement new RNAV routes, realignment of ATS routes, and elimination of redundant ATS routes and route segments in the South American (SAM) Region;
- successful coordination, through the CAR/SAM Regional Planning and Implementation Group (GREPECAS) Mechanism, of the implementation of RVSM in the Caribbean/South American (CAR/SAM) Region in conjunction with the North American (NAM) Region;
- establishment in the CAR/SAM Region of the ICAO/Transport Canada AVSEC Awareness Training Programme, which has delivered 14 workshops on AVSEC awareness and 1 seminar on the Universal Security Audit Programme providing instruction to 333 participants from the CAR/SAM Region;
- implementation of the South American digital network (REDDIG) as a multinational facility to support communications, navigation, and surveillance/air traffic management (CNS/ATM) systems;
- in order to ensure regional implementation of the ICAO Aviation Security Plan of Action, the Council agreed to reinforce the ICAO Regional Offices with a view to eventually having one Officer in each Regional Office dedicated to aviation security duties. As a first step, Aviation Security Regional Officers were appointed to the Regional Offices in Bangkok, Cairo and Mexico. These Officers will assist in coordinating the aviation security programmes in these regions and will assess the level of progress made in the implementation of States' corrective action plans through follow-up visits; and
- continued follow-up and coordination with States on the full implementation of WGS-84.

Table 7-1. Air Navigation Planning and Implementation Regional Groups (PIRGs)

Meeting	Subjects discussed
<p>Asia/Pacific (ASIA/PAC) Air Navigation Planning and Implementation Regional Group (APANPIRG) Fifteenth Meeting, Bangkok, 23 to 27 August</p>	<p>The Group focussed on the development of the Region's air navigation system infrastructure and marked a major milestone by finalizing the implementation of reduced vertical separation minima (RVSM) in Incheon, Naha and Tokyo FIRs effective 9 June 2005. The meeting agreed to establish an ATS Route Network Review Task Force to review the current and future Asia/Pacific ATS route network. It finalized regional procedures for identification, assessment, reporting, and monitoring of the status of air navigation deficiencies as a supplement to the uniform methodology. The meeting agreed to support the Committee on Aviation Environmental Protection (CAEP) in the development of simplified tools and associated guidance for estimating environmental benefits of communications, navigation, and surveillance/air traffic management (CNS/ATM) systems at the national level.</p>
<p>Caribbean and South American (CAR/SAM) Regional Planning and Implementation Group (GREPECAS) Twelfth Meeting, Havana, 7 to 11 June</p>	<p>GREPECAS reviewed the final preparations for implementation of RVSM in the CAR/SAM Region in conjunction with the planned implementation in the United States domestic airspace and southern Canadian airspace with effect from 20 January 2005. A regional agreement was concluded for Phase II implementation of area navigation (RNAV) routes with a target date of March 2005. The Group finalized an action plan for the implementation of the required navigation performance (RNP/5) in Brazil and Uruguay (Brasilia, Curitiba and Montevideo flight information regions (FIRs)) commencing June 2007 and agreed upon regional implementation of an ATS quality assurance programme with a target date of December 2006. Work continued on the enhancement of the CAR/SAM air navigation deficiency database, which would provide secure online access for States and international organizations to view and update information.</p>
<p>European (EUR) Air Navigation Planning Group (EANPG) Forty-sixth Meeting, Paris, 30 November to 2 December</p>	<p>The Group developed plans at the regional level in order to promote non-punitive reporting, the identification of significant safety issues, and implementation of corrective action plans. The ongoing measurement of RVSM airspace safety performance is a significant element in regional safety activities. The next step in dealing with the shortage of very high frequency (VHF) communications capacity is the vertical expansion of 8.33 kHz airspace to flight level 195 in March 2007. Further expansion steps will be determined at the next EANPG. Joint activities with the NAT SPG were undertaken to harmonize the operational requirements and develop convergence plans for the technical means of satisfying data link requirements for continental and oceanic airspace.</p>

Meeting	Subjects discussed
North Atlantic (NAT) Systems Planning Group (NAT SPG) Fortieth Meeting, Paris, 22 to 24 June	<p>The Group endorsed the <i>NAT Region Flight Planning Manual</i> which had been posted on the public area of the NAT website. The NAT SPG reviewed a detailed road map which provided an overview for the gradual phasing out of parts of the current high frequency (HF) infrastructure (for voice communications) and its replacement by data link technologies. While recognizing that the aeronautical telecommunication network (ATN) remained the end-state, the NAT Region, like other parts of the world, opted for FANS-1/A, which was used successfully in operational trials for automatic dependent surveillance (ADS) and controller-pilot data link communications (CPDLC). The Group, while endorsing the guidance material relating to satellite communication (SATCOM) voice waypoint position reporting trials, agreed that these trials be extended to the entire NAT Region and that consideration be given to include testing the uplink capabilities. Furthermore, it was agreed that a road map be developed for the use of SATCOM in the NAT Region. A workshop was convened dealing with safety management training programmes for air traffic controllers and pilots operating in the NAT Region. A Safety Management Coordination Group (SMCG) was established to address all safety-related issues in the NAT Region.</p>
Africa-Indian Ocean (AFI) Planning and Implementation Regional Group (APIRG)	<p>Although APIRG did not hold a meeting in 2004, the Group continued to develop the regional air navigation infrastructure through its sub-groups. It identified the critical circuits for the upgrade of aeronautical fixed telecommunication network (AFTN) circuits. Consideration of the proposed implementation of RVSM on major traffic flows in the AFI Region continued; no target date was established. A satellite-based augmentation system (SBAS) test bed, based on the European Geostationary Navigation Overlay Service (EGNOS), was implemented. To address air navigation deficiencies for Eastern and Southern Africa, the Air Navigation Infrastructure Enhancement Team was established. The consolidation of digital networks for ground-ground data and voice communications and the establishment of a subregional safety oversight facility were also considered.</p>
Middle East (MID) Air Navigation Planning and Implementation Regional Group (MIDANPIRG)	<p>Although the MIDANPIRG did not hold a meeting in 2004, its sub-groups continued to develop the regional air navigation infrastructure. The draft MID Basic Air Navigation Plan (ANP) and Facilities and Services Implementation Documents (FASID) were completed (available on ICAO-Net) and are undergoing technical and editorial review at ICAO Headquarters. Support from the United Arab Emirates to the Middle East Central Monitoring Agency (MECMA) for RVSM and RNP/RNAV monitoring was discontinued from 1 June 2004; a new monitoring mechanism is being established. The feasibility study for establishing a Middle East regional very small aperture terminal (VSAT) network for ground-ground data/voice communications is being updated and an ATN transition plan is under development, with initial focus on the implementation of ground-ground applications such as ATS message handling system (AMHS) and ATS interfacility data communications (AIDC). The MID Regional Plan for CNS/ATM systems was updated and the deficiencies of the MID Region were addressed as part of the regional work programme.</p>

PART II. REGIONAL COMMISSIONS

1. GENERAL

Plenary meetings held by AFCAC, ECAC and LACAC in 2004 are listed in Appendix 4.

2. AFRICAN CIVIL AVIATION COMMISSION (AFCAC)

AFCAC received formal confirmation of the ratification of Mozambique to the AFCAC Constitution and, at year end, was expecting African Union (AU) confirmation relating to the adherence of Sao Tome and Principe to the AFCAC Constitution.

The President of the Council and the Secretary General of ICAO addressed the 17th AFCAC Plenary Session (Johannesburg, South Africa, May) which was attended by delegates from 32 member States and a number of observers. The Plenary received reports on AFCAC activities during the 2002-2004 triennium with respect to safety oversight, security, air navigation, CNS/ATM implementation, training, International Financial Facility for Aviation Safety (IFFAS), implementation of the Yamoussoukro Declaration, commercial arrangements and competition, the Fifth Worldwide Air Transport Conference, autonomous civil aviation authorities and privatization, international civil aviation conventions, AFCAC's critical financial situation, and environmental issues. The Plenary approved a budget for the 2005-2007 triennium which includes a two-year transitional arrangement between ICAO and AFCAC whereby AFCAC will become financially autonomous as of 1 January 2007. In December, the ICAO Council approved a revised transitional arrangement between ICAO and AFCAC, for a two-year period from 1 January 2005 to 31 December 2006, to be finalized through an exchange of letters between the President of the Council and the President of AFCAC.

The 76th and 77th Bureau Meetings considered, *inter alia*, AFCAC financial and administrative matters, the future of AFCAC as an autonomous body and the preparation of documentation for the 17th AFCAC Plenary. The 78th and 79th Bureau meetings dealt mainly with the implementation of the decisions of the 17th AFCAC Plenary.

The AFCAC Air Transport Committee (Dakar, February) discussed a number of subjects within its work programme, including liberalization of air transport within Africa, implementation of the Yamoussoukro Decision of 1999 outside Africa, and the implementation of the outcome of the Fifth ICAO Worldwide Air Transport Conference. AFCAC has initiated preparation of an African response to changes in the European Union's external air transport policy.

The AFCAC Ad Hoc Panel of Legal Experts (Dakar, January) continued updating the AFCAC regulatory texts, and coordination continued with the ICAO Legal Bureau to assist African States in ratifying international air law instruments.

The evaluation and assistance phases of the AFCAC/ICAO search and rescue (SAR) project funded by France continued, as did training sessions on SAR within the framework of the project. AFCAC and ICAO organized a conference on SAR funding in the AFI Region (Saly Portugal, October), and an informal meeting between AFCAC and France assessed the implementation of the Memorandum of Understanding for the improvement of SAR services in Africa.

Missions were undertaken to AU Headquarters (Addis Ababa, February and April) to attend meetings between AU and its Specialized Agencies and to discuss future relations between AFCAC and AU.

AFCAC continued to cooperate with Singapore on training and to liaise with various international, regional and subregional organizations dealing with air transport matters.

3. EUROPEAN CIVIL AVIATION CONFERENCE (ECAC)

Measures to further develop and improve the ECAC Safety Assessment of Foreign Aircraft (SAFA) Action Programme were adopted in March, focussing on quality control and standardization of inspections, information sharing between ECAC States, confidentiality of SAFA data, and increased participation of ECAC States in the SAFA Programme. The ECAC Task Force on Safety Oversight Issues continued its analysis of the ICAO Universal Safety Oversight Audit Programme (USOAP) summary reports for non-ECAC States and USOAP full reports for the ECAC States.

ECAC's Group of Experts on Abatement of Nuisances caused by Air Transport continued its work on development of ECAC's position on environmental issues for the 35th Session of the ICAO Assembly, updating of ECAC Doc 29 on methodology for computing noise contours around civil airports, and information exchange between States on best environmental practices in the area of operational noise abatement procedures around airports. The Group also initiated work on environmental indicators to enhance the awareness of possible environmental problems in ECAC States.

In the field of aviation security, priority was given to the harmonized implementation of security measures in ECAC member States. Work continued on the implementation of quality control measures by member States, airport and aircraft operators, and other entities involved in aviation security. The ECAC Security Audit Programme was fully operational and both initial and follow-up audits were carried out. Currently, there are 56 auditors on the roster of ECAC-certified auditors. Priority will now be given to supporting member States in rectifying deficiencies identified by audits. Discussions took place on coordinating the implementation of the international and regional audit programmes. A Memorandum of Understanding between ICAO and ECAC regarding cooperation on aviation security audits and assistance activities was signed on 27 September 2004.

In the field of facilitation, priority was given to the preparations for the 12th Session of the ICAO Facilitation Division in which ECAC actively participated. Replies to the questionnaire on the status of implementation of Doc 30, Part I (ECAC Policy Statement in the Field of Civil Aviation Facilitation), were analysed.



ICAO and ECAC signed a memorandum of understanding (MOU) on 27 September

The Group of Experts on Accident Investigation considered issues relating to cooperation between European States in conducting investigations and providing assistance to victims of air accidents and their families and prepared a workshop on communication to be held in 2005.

Harmonized recommendations and guidance material on priority issues were assembled into an ECAC Manual on Air Passenger Health Issues as a reference tool for operators and authorities. The Manual was presented to the 35th Session of the ICAO Assembly. In November, the ECAC Directors General of Civil Aviation approved, on a preliminary basis, an ECAC Recommendation to implement the Manual which would be formally adopted at the next ECAC Plenary.

Seminars and workshops were organized within the framework of ECAC's Integration Programme which focussed on safety and security standards. Two joint ICAO/ECAC workshops addressing the implementation of the National Civil Aviation Security Programme were organized for the benefit of States neighbouring the ECAC territory (non-ECAC Commonwealth of Independent States (CIS) and Maghreb States).

4. LATIN AMERICAN CIVIL AVIATION COMMISSION (LACAC)

LACAC held 2 meetings of its Executive Committee and 2 meetings of its Group of Experts on Policies, Economics and Legal matters in Air Transport (GEPEJTA) which considered several topics in preparation for the XVIth Assembly. A number of meetings of other expert groups were also held, including the AVSEC Group, the Specific Group on Air Transport Policy, the Panel on Specific Aviation/Specialized Air Work and Regional Air Transport Integration System.

At the Plenary Session of the XVIth Ordinary Assembly of LACAC, held in Rio de Janeiro (8 to 11 November), the President of LACAC presented a report on LACAC activities during 2003-2004. Subjects discussed included user rights, aviation safety and security, the autonomy of LACAC, guidelines on the application of Article 83 *bis* of the *Convention on International Civil Aviation*, and the regional integration system for Latin American air transport. LACAC elected its Executive Committee, approved the 2005-2006 budget and work programme which includes a two-year transitional arrangement whereby LACAC will become financially autonomous as of 1 January 2007. The President of the ICAO Council addressed the meeting.

The Tenth and Eleventh Ordinary Meetings of the General Board of the Regional Safety Oversight Cooperation System were held in July and November, respectively.

The Secretariat participated in the International Air and Space Fair 2004 (March/April, Santiago, Chile). Close liaison continued with regional and subregional organizations, as well as international organizations outside Latin America, regarding air transport matters of common interest.

CHAPTER 8. RELATIONS WITH OTHER INTERNATIONAL ORGANIZATIONS

1. THE UNITED NATIONS

General Assembly

In June, the Council examined a number of resolutions adopted by the General Assembly of the United Nations at its 58th Regular Session, which invited specialized agencies to take action on various matters.

Many of these resolutions repeated requests on which the Council or the Assembly had already taken action, for example, concerning the advancement of women, international cooperation in the peaceful uses of outer space, and measures to eliminate international terrorism. Other resolutions concerned the Third United Nations Conference on the Least Developed Countries, economic and technical cooperation among developing countries, progress in implementation of and support for the New Partnership for Africa's Development, and implementation of Agenda 21, the Programme for the Further Implementation of Agenda 21 and the outcomes of the World Summit on Sustainable Development.

The Council reaffirmed its readiness, within the limits of its constitutional responsibilities, to act positively towards the objectives of the United Nations resolutions, and the Secretary-General of the United Nations was so informed.

United Nations Meetings

ICAO was represented at the 24th Session of the Inter-agency Meeting on Outer Space Activities and at the General Meeting on cooperation between the United Nations System and the League of Arab States. In addition, ICAO participated in the First Substantive Session of the United Nations Open-Ended Working Group on Tracing Illicit Small Arms and Light Weapons, established by General Assembly resolution 58/241.

Liaison was maintained with the Division for Ocean Affairs and the Law of the Sea of the United Nations Office of Legal Affairs.

The Organization continued to cooperate closely with the United Nations Framework Convention on Climate Change (UNFCCC) process. In this connection, ICAO attended the 20th Session of the

Subsidiary Body for Scientific and Technological Advice (SBSTA); a statement on ICAO activities relevant to the Convention was submitted to the 10th Session of the UNFCCC Conference of the Parties.

Security Council

The Organization maintained liaison with the United Nations Security Council Affairs Division and was informed of Security Council action relevant to international civil aviation, notably action concerning Cyprus and the Democratic Republic of the Congo. ICAO participated in a Special Meeting of the United Nations Security Council Counter-Terrorism Committee, hosted by the Organization for Security and Cooperation in Europe (OSCE) in cooperation with the United Nations Office on Drugs and Crime (UNODC).

Economic and Social Council

An ICAO representative attended the 25th and 26th Sessions of the Sub-Committee of Experts on the Transport of Dangerous Goods.

United Nations Programmes

Relations were maintained with the United Nations Development Programme (UNDP) on all aspects of technical cooperation projects, including cost-sharing projects, executed by ICAO under UNDP, which are reported on in Appendix 8.

Regarding the environmental impact of civil aviation, liaison continued with the atmospheric science community through the Intergovernmental Panel on Climate Change (IPCC) and assistance was provided to IPCC in developing methodologies to estimate aircraft engine emissions.

ICAO continued to liaise with the United Nations Environment Programme (UNEP) which participated as an observer in the 6th meeting of the ICAO Committee on Aviation Environmental Protection (CAEP).

Liaison was maintained with UNODC regarding drug abuse control in the workplace, the suppression of illicit transport of narcotic drugs by air, and anti-terrorism matters.

Regional Economic Commissions

ICAO was represented at the First Session of the Economic and Social Commission for Asia and the Pacific (ESCAP) Subcommittee on Transport Infrastructure and Facilitation and Tourism and attended the 31st Session of the ESCAP/World Meteorological Organization (WMO) Panel on Tropical Cyclones.

The Economic Commission for Africa (ECA) organized the 6th Annual Regional Consultation of the United Nations Agencies Working in Africa which was attended by an ICAO representative.

2. INTER-AGENCY BODIES

ICAO participated in the work of the United Nations System Chief Executives Board (CEB) for Coordination as well as in the work of the High-Level Committee on Management (HLCM) and the High-Level Committee on Programmes (HLCP), both of which report to the CEB. The focus of the CEB was on programme matters dealing with curbing transnational crime, bridging the digital divide, and preparations for the 2005 review of the Millennium Declaration. With respect to management issues, staff security was at the forefront and CEB members supported the United Nations Secretary-General's proposals for a strengthened and unified security management system to be financed centrally through the United Nations regular budget.

ICAO continued to maintain liaison with the United Nations Statistical Division on issues of common interest, including the provision by ICAO of statistical information for the Monthly Bulletin of Statistics and the UN Statistics Yearbook. Liaison was also maintained with the United Nations Geographic Information Working Group (UNGIWG) whose aim is to facilitate the sharing of geographic information and data between United Nations agencies.

The Inter-Agency Meeting on Language Arrangements, Documentation and Publications was attended.

3. SPECIALIZED AGENCIES

ICAO continued to liaise with the:

- International Labour Office (ILO) in the development of specifications for a machine readable Seafarers' Identity Document conforming to ICAO Doc 9303 — *Machine Readable Travel Documents*.
- International Maritime Organization (IMO) on a variety of subjects of mutual concern, including safety, security, facilitation and closer harmonization of international maritime and aeronautical search and rescue.
- International Telecommunication Union (ITU) on matters associated with the radio frequency spectrum bands allocated to aeronautical services.

- Universal Postal Union (UPU) in the field of postal security, the transport of dangerous goods, and the provision of airline financial and traffic data to calculate the basic airmail conveyance rate.
- World Health Organization (WHO) on the WHO Research Into Global Hazards of Travel (WRIGHT) Project, a research project into the possible link between air travel and thromboembolism. Final results are expected in 2005. ICAO participated in a joint meeting of WHO and the International Air Transport Association (IATA) in June, in Geneva, on passenger health issues and airport medical services. ICAO contributed to the revision of the International Health Regulations (IHR) through correspondence and participation in a WHO meeting in Geneva.
- World Meteorological Organization (WMO). ICAO was represented at a number of WMO meetings, including the meeting of the Expert Team on Data Representation and Codes of the Commission for Basic Systems (CBS), the meeting of the CBS Emergency Response Activities Coordination Group and the CBS Workshop on Development of Scope and Capabilities of Emergency Response Activities. The meeting of the Management Group of the Commission for Aeronautical Meteorology (CAeM) and the 13th Session of Regional Association II (Asia) were also attended.
- World Tourism Organization. ICAO participated in a Coordination Meeting of United Nations Agencies on Tourism Matters.
- International Atomic Energy Agency (IAEA). ICAO participated in the IAEA Packaging and Transport of Radioactive Material Conference as well as in the IAEA Consultant Services Meeting on the Denial of Shipment of Radioactive Material.
- World Trade Organization on matters relating to the next review of the Air Transport Annex in the General Agreement on Trade in Services (GATS).

4. OTHER INTERNATIONAL ORGANIZATIONS

Relations were maintained with:

- IATA, the Airports Council International (ACI) and the International Federation of Air Line Pilots' Associations (IFALPA). Both IATA and IFALPA were represented on a regular basis at meetings of the Air Navigation Commission; IATA also attended meetings of the Air Transport Committee. ICAO participated in the work of IATA at various levels, including attendance at the World Air Transport Summit and the 60th Annual General Meeting. The President of the Council addressed America's High-Level Air Transportation Conference — Wings of Change organized by IATA and the Directorate General of Civil Aeronautics of Chile. In addition, ICAO participated in AVSEC World 2004, an IATA/ACI air transport industry symposium and exhibition organized

in cooperation with ICAO. ICAO was represented at the 17th meeting of the IATA Security Committee, an IATA Meeting of Taxation Representatives, the 59th Conference of IFALPA, and meetings of the IFALPA Legal Committee and Security Committee.

- the World Customs Organization (WCO) on matters relating to facilitation. ICAO attended the WCO Regional Conference to discuss the implementation of the Resolution on Security and Facilitation of the International Trade Supply Chain in Africa.
- the Fédération aéronautique internationale (FAI) on matters of mutual interest.
- the International Criminal Police Organization (ICPO-INTERPOL) on matters of mutual interest.
- the Organisation for Economic Co-operation and Development (OECD). In the context of its work on the coverage of catastrophic risks relative to the aviation sector, ICAO participated in the OECD High-Level Conference on Catastrophic Risks and Insurance.
- the G-8 Counterterrorism Action Group. ICAO attended meetings providing substantial input to the Secure and Facilitated International Travel Initiative (SAFTII) adopted by the G-8 Summit in June.
- the Civil Air Navigation Services Organization (CANSO). Dialogue was initiated toward a more active, mutually-beneficial role of CANSO in the work of ICAO.
- the European Organisation for the Safety of Air Navigation (EUROCONTROL). ICAO participated in the Airport Operations Conference and Exhibition entitled “Partnership for Change”, a joint initiative of EUROCONTROL, the European Commission, ACI Europe, the Air Transport Action Group (ATAG), and IATA.
- the Agency for Air Navigation Safety in Africa and Madagascar (ASECNA) on matters of mutual interest.
- the Central American Corporation for Air Navigation Services (COCESNA). ICAO was represented at meetings of the Governing Council of COCESNA.
- the International Mobile Satellite Organization (IMSO) and COSPAS-SARSAT¹ on matters of mutual interest.
- the European Community (EC) on questions of mutual interest relating to civil aviation policy. ICAO also collaborated with the Organization for Security and Cooperation in Europe (OSCE) to hold a seminar on machine readable travel documents implementation, biometrics and fraud prevention.

1. COSPAS = Space System for Search of Vessels in Distress
SARSAT = Search and Rescue Satellite-Aided Tracking

- the Joint Aviation Authorities (JAA). ICAO continued its participation in several JAA Sectorial Teams, in particular, the Regulation, Operations and Licensing Sectorial Teams.
- the Southern African Development Community (SADC) and its Transport and Communications Commission (SATCC). ICAO participated actively in the transport and communications activities of the SADC and the SATCC. ICAO was represented at the 7th Meeting of the SADC Civil Aviation Committee and at the 6th Meeting of the SADC Sectoral Committee on Meteorology.
- the Common Market for Eastern and Southern Africa (COMESA). The 17th Meeting of COMESA's Intergovernmental Committee was attended by an ICAO observer.
- the Economic Community of West African States (ECOWAS). ICAO attended the 7th Meeting of the Committee of Directors of Meteorological Services.
- the East African Community (EAC). ICAO was represented at meetings of the Heads of Civil Aviation of the EAC.
- the African Airlines Association (AFRAA). An ICAO observer attended the 36th Annual General Assembly of AFRAA.
- the League of Arab States (LAS) on matters relating to civil aviation in that region and with the Arab Civil Aviation Commission (ACAC). ICAO participated in the 7th Session of the ACAC General Assembly as well as the Meeting of Directors of Air Transport of Arab States.
- the Association of Caribbean States (ACS). ICAO attended the 10th Session of the Special Committee on Transport of the ACS.
- the Organization of American States (OAS). ICAO attended the 4th Regular Session of the OAS Inter-American Committee against Terrorism.
- the International Council of Aircraft Owner and Pilot Associations (IAOPA). ICAO attended the IAOPA 22nd World Assembly.
- the International Business Aviation Council (IBAC) on matters of mutual interest.
- The International Air Cargo Association (TIACA). ICAO attended the 22nd International Air Cargo Forum of TIACA.
- the International Federation of Air Traffic Controllers' Associations (IFATCA). An ICAO representative participated in the 43rd Annual Conference of IFATCA, which focussed on air traffic management safety matters.
- the International Federation of Air Traffic Safety Electronics Association (IFATSEA). ICAO attended the 34th General Assembly of IFATSEA.

- the International Chamber of Commerce (ICC). ICAO attended meetings of the ICC Committee on Air Transport and Commission on Transport and Logistics.
- the International Organization for Standardization (ISO). ICAO liaised with ISO Technical Committee (TC) 211 “Geographic Information/Geomantics” concerning the development of the 19100 series of standards. As a result, those standards were adopted for use by international civil aviation when dealing with electronic terrain and obstacle data, their formats and interchange. Liaison with ISO Subcommittee 17 of Joint Technical Committee 1 continued with regard to specifications for electronically enabled machine readable travel documents with biometric identification.
- the Aerospace Medical Association (AsMA) and the International Academy of Aviation and Space Medicine (IAASM). A special session at the 75th Annual Scientific Meeting of AsMA was organized and chaired by ICAO.

A list of the international organizations represented at major ICAO meetings in 2004 is at Appendix 5.

APPENDIX 1. INTERNATIONAL AIR LAW INSTRUMENTS — RATIFICATIONS AND ADHERENCES DURING 2004

Chicago Convention, its Protocols and Related Agreements

Instrument/Amendment	Date of adoption	Date of entry into force	Total number of parties (ratifications/acceptances in 2004)
Convention on International Civil Aviation (1944) ¹	7 December 1944	4 April 1947	188 (none)
Authentic Trilingual Text (1968) ¹	24 September 1968	24 October 1968	147 (Singapore)
Authentic Quadrilingual Text (1977) ¹	30 September 1977	16 September 1999	80 (Republic of Korea, Gambia, Singapore)
Authentic Quinquelingual Text (1995) ¹	29 September 1995	When signed without reservation as to acceptance or accepted by 12 States and upon entry into force of the Protocol on the final clause referring to the Arabic Text (1995)	68 (Ecuador, Paraguay, Singapore)
Authentic Six-Language Text (1998) ¹	1 October 1998	When signed without reservation as to acceptance or accepted by 12 States and upon entry into force of the Protocol on the final clause referring to the Chinese Text (1998)	46 (Gambia, Iceland, Singapore)
Article 93 bis (1947) (Expulsion or suspension)	27 May 1947	20 March 1961	108 (Lithuania, Republic of Korea)
Article 45 (1954) (Seat of Organization)	14 June 1954	16 May 1958	135 (Lithuania)
Articles 48(a), 49(e) and 61 (1954) (Frequency of Assembly sessions and budgets)	14 June 1954	12 December 1956	138 (Lithuania)
Article 50(a) (1961) (Increase of Council to 27 members)	21 June 1961	17 July 1962	129 (none)
Article 48(a) (1962) (Extraordinary Assembly at request of one-fifth of Contracting States)	15 September 1962	11 September 1975	111 (none)
Article 50(a) (1971) (Increase of Council to 30 members)	12 March 1971	16 January 1973	125 (none)
Article 56 (1971) (Increase of Air Navigation Commission to 15 members)	7 July 1971	19 December 1974	130 (Lithuania, Benin)

Instrument/Amendment	Date of adoption	Date of entry into force	Total number of parties (ratifications/acceptances in 2004)
Article 50(a) (1974) (Increase of Council to 33 members)	16 October 1974	15 February 1980	123 (Benin)
Protocol relating to an Amendment to the Chicago Convention (Final clause referring to the authentic Russian Text) (1977)	30 September 1977	17 August 1999	113 (Lithuania, Benin, Republic of Korea, Paraguay)
Article 83 bis (1980) (Lease, charter or interchange of aircraft)	6 October 1980	20 June 1997	143 (Lithuania, United Republic of Tanzania, Benin)
Article 3 bis (1984) (Non-use of weapons against civil aircraft in flight)	10 May 1984	1 October 1998	129 (Lithuania, United Republic of Tanzania, Benin, Iceland)
Article 56 (1989) (Increase of Air Navigation Commission to 19 members)	6 October 1989	When ratified by 108 States	106 (Lithuania, Benin, Republic of Korea, Cape Verde, Mongolia, Nauru, Palau)
Article 50(a) (1990) (Increase of Council to 36 members)	26 October 1990	28 November 2002	125 (Lithuania, Benin, Zambia, Cape Verde)
Protocol relating to an Amendment to the Chicago Convention (Final clause referring to the authentic Arabic Text) (1995)	29 September 1995	When ratified by 122 States	53 (Oman, Mauritius, Lithuania, Gambia, Argentina, Singapore, Iceland)
Protocol relating to an Amendment to the Chicago Convention (Final clause referring to the authentic Chinese Text) (1998)	1 October 1998	When ratified by 124 States	37 (Oman, Mauritius, Gambia, Thailand, Finland, Singapore, Iceland)
International Air Services Transit Agreement (1944) ¹	7 December 1944	30 January 1945	121 (Mongolia)
International Air Transport Agreement (1944) ¹	7 December 1944	8 February 1945	11 (none)

Other International Air Law Instruments

Instrument	Place and date of signature	Date of entry into force	Total number of parties (ratifications/adherences in 2004)
Convention on the International Recognition of Rights in Aircraft (Geneva Convention, 1948)	Geneva, 19 June 1948	17 September 1953	87 (none)
Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface (Rome Convention, 1952)	Rome, 7 October 1952	4 February 1958	47 (Benin)
Protocol to Amend the Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface Signed at Rome on 7 October 1952 (Montréal Protocol, 1978)	Montréal, 23 September 1978	25 July 2002	9 (Benin)

Instrument	Place and date of signature	Date of entry into force	Total number of parties (ratifications/adherences in 2004)
Convention on International Interests in Mobile Equipment (Cape Town Convention, 2001) ²	Cape Town, 16 November 2001	As regards aircraft equipment, upon entry into force of the Aircraft Protocol	5 (Pakistan, United States)
Protocol to the Convention on International Interests in Mobile Equipment specific to Aircraft Equipment (Aircraft Protocol, Cape Town, 2001) ²	Cape Town, 16 November 2001	When ratified by 8 States	5 (Pakistan, United States)

Instruments of the Warsaw System

Instrument	Place and date of signature	Date of entry into force	Total number of parties (ratifications/adherences in 2004)
Convention for the Unification of Certain Rules Relating to International Carriage by Air (Warsaw Convention, 1929) ³	Warsaw, 12 October 1929	13 February 1933	151 (none)
Protocol to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air Signed at Warsaw on 12 October 1929 (The Hague Protocol, 1955) ³	The Hague, 28 September 1955	1 August 1963	136 (Suriname)
Convention, Supplementary to the Warsaw Convention, for the Unification of Certain Rules Relating to International Carriage by Air Performed by a Person other than the Contracting Carrier (Guadalajara Convention, 1961) ⁴	Guadalajara, 18 September 1961	1 May 1964	84 (Iceland, Cape Verde)
Protocol to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air Signed at Warsaw on 12 October 1929 as Amended by the Protocol Done at The Hague on 28 September 1955 (Guatemala City Protocol, 1971)	Guatemala City, 8 March 1971	When ratified by 30 signatory States, subject to certain conditions	7 (none)
Additional Protocol No. 1 to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air Signed at Warsaw on 12 October 1929 (Additional Protocol No. 1, 1975) ³	Montréal, 25 September 1975	15 February 1996	48 (none)

Instrument	Place and date of signature	Date of entry into force	Total number of parties (ratifications/adherences in 2004)
Additional Protocol No. 2 to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air Signed at Warsaw on 12 October 1929 as Amended by the Protocol Done at The Hague on 28 September 1955 (Additional Protocol No. 2, 1975) ³	Montréal, 25 September 1975	15 February 1996	49 (none)
Additional Protocol No. 3 to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air Signed at Warsaw on 12 October 1929 as Amended by the Protocols Done at The Hague on 28 September 1955 and at Guatemala City on 8 March 1971 (Additional Protocol No. 3, 1975) ³	Montréal, 25 September 1975	When ratified by 30 States	21 (none; withdrawals by Finland, Sweden)
Montréal Protocol No. 4 to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air Signed at Warsaw on 12 October 1929 as Amended by the Protocol Done at The Hague on 28 September 1955 (Montréal Protocol No. 4, 1975) ³	Montréal, 25 September 1975	14 June 1998	53 (Iceland)
Convention for the Unification of Certain Rules for International Carriage by Air (Montréal Convention, 1999)	Montréal, 28 May 1999	4 November 2003	62 (Gambia, Saint Vincent and the Grenadines, Benin, European Community, Austria, Belgium, Denmark, Finland, France, Germany, Ireland, Italy, Luxembourg, Netherlands, Spain, Sweden, United Kingdom, Norway, Malta, Iceland, Monaco, Cape Verde, Mongolia, Albania, Hungary, Qatar, Lithuania, Latvia)

Aviation Security Instruments

Instrument	Place and date of signature	Date of entry into force	Total number of parties (ratifications/adherences in 2004)
Convention on Offences and Certain other Acts Committed on Board Aircraft (Tokyo Convention, 1963)	Tokyo, 14 September 1963	4 December 1969	178 (Azerbaijan, Benin)
Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague Convention, 1970) ⁵	The Hague, 16 December 1970	14 October 1971	178 (Andorra)

Instrument	Place and date of signature	Date of entry into force	Total number of parties (ratifications/adherences in 2004)
Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Montréal Convention, 1971) ⁵	Montréal, 23 September 1971	26 January 1973	180 (Benin)
Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, Done at Montréal on 23 September 1971 (Montréal Supplementary Protocol, 1988) ⁶	Montréal, 24 February 1988	6 August 1989	148 (Colombia, Equatorial Guinea, Honduras, Ecuador, United Republic of Tanzania, Benin, Seychelles, Djibouti, Poland)
Convention on the Marking of Plastic Explosives for the Purpose of Detection (MEX Convention, 1991)	Montréal, 1 March 1991	21 June 1998	113 (Guinea, Senegal, Honduras, Benin, Bosnia and Herzegovina, Djibouti, Uganda, Burkina Faso, Myanmar, Syrian Arab Republic, Paraguay, Albania)

1. Information as communicated by the depositary, the Government of the United States.
2. Information as communicated by the depositary, the International Institute for the Unification of Private Law (UNIDROIT).
3. Information as communicated by the depositary, the Government of Poland.
4. Information as communicated by the depositary, the Government of Mexico.
5. Information as communicated by the depositaries, the Governments of the United States, the United Kingdom and the Russian Federation.
6. Information received by ICAO or as communicated by the other depositaries, the Governments of the United States, the United Kingdom and the Russian Federation.

APPENDIX 2. ANNEXES TO THE CONVENTION

Status of Notification of Differences or Compliance

Legend:

- + Compliance notified with respect to the Annex, including the latest amendment
- x Differences notified with respect to the Annex, including the latest amendment
- 00 Year of last notification if no notification received on the latest amendment
- No notification received with respect to the Annex

Note.— Explanatory information concerning compliance with or differences from the Standards in Annexes is contained in the Supplement to each Annex.

States	ANNEXES																									
	1	2	3	4	5	6			7	8	9	10					11	12	13	14		15	16		17	18
						I	II	III				I	II	III	IV	V				I	II		I	II		
Afghanistan	x	90	-	78	84	77	71	-	76	-	-	-	-	-	-	01	90	71	-	-	83	-	-	-	-	
Albania	01	-	-	-	-	x	x	x	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Algeria	x	-	x	66	66	+	00	00	-	01	+	-	-	-	-	-	-	70	96	95	83	-	-	93	-	
Andorra	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Angola	-	83	99	-	82	-	-	-	-	01	91	-	-	-	-	-	83	-	-	-	-	87	-	-	-	
Antigua and Barbuda	x	-	-	-	-	00	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	85	-	
Argentina	x	x	x	x	+	+	+	+	02	x	+	+	+	+	+	+	+	x	x	x	x	97	93	+	x	
Armenia	x	-	-	-	-	x	-	x	-	03	-	-	-	-	-	-	-	96	-	-	-	-	-	+	-	
Australia	x	x	x	x	x	x	x	x	x	03	x	x	x	x	x	x	+	x	03	x	+	x	+	x	x	
Austria	+	98	01	+	87	01	00	00	03	00	+	+	+	+	+	98	02	+	x	97	x	87	93	+	86	
Azerbaijan	02	-	-	-	-	97	-	-	-	02	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bahamas	x	83	78	78	82	02	02	02	+	02	81	-	-	-	-	83	81	-	-	-	81	-	-	81	-	
Bahrain	x	+	+	+	+	+	+	+	+	+	+	+	03	+	03	03	+	01	+	+	+	+	+	96	93	+
Bangladesh	01	86	95	95	79	00	00	00	02	03	81	-	-	-	-	94	90	94	91	-	87	88	88	89	89	
Barbados	+	x	01	+	+	x	+	+	+	+	94	+	+	+	+	02	+	+	+	+	+	99	94	89	+	
Belarus	x	x	x	x	-	x	x	x	02	03	+	x	+	x	+	+	02	01	x	x	-	x	-	x	x	01
Belgium	x	86	x	+	+	02	02	00	02	04	x	+	+	+	+	+	81	+	03	-	+	+	+	+	+	
Belize	x	94	-	-	-	97	94	94	-	03	-	-	-	-	-	94	-	94	-	-	94	-	-	93	-	
Benin	x	-	99	65	-	x	x	+	-	04	92	-	-	-	-	-	-	86	-	99	81	-	97	-		
Bhutan	x	90	-	-	-	+	+	+	-	02	-	-	-	-	-	-	90	-	03	-	-	-	-	-	-	
Bolivia	x	78	-	+	75	+	+	+	81	+	90	03	03	03	03	+	+	76	-	-	+	-	-	-	-	
Bosnia and Herzegovina	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	+	-	
Botswana	00	99	98	98	-	00	00	00	02	01	99	-	-	-	-	99	86	+	87	-	+	+	-	-	83	
Brazil	x	97	98	+	87	02	x	x	+	03	x	+	+	+	+	x	93	90	03	-	+	88	-	x	+	
Brunei Darussalam	99	86	87	87	87	00	00	00	-	01	86	-	-	-	-	86	86	87	91	-	86	88	-	x	86	

States	ANNEXES																									
	1	2	3	4	5	6			7	8	9	10					11	12	13	14		15	16		17	18
						I	II	III				I	II	III	IV	V				I	II		I	II		
Bulgaria	02	-	99	82	79	01	00	00	02	01	-	-	-	-	-	-	-	81	-	-	81	-	-	-	-	
Burkina Faso	-	87	99	76	71	x	x	+	69	03	93	-	-	-	-	87	-	69	-	-	87	-	-	+	-	
Burundi	+	98	94	92	-	02	02	01	-	02	91	-	-	-	-	-	-	89	87	-	-	-	-	93	-	
Cambodia	-	-	-	-	-	99	99	99	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Cameroon	x	97	99	78	82	99	99	99	02	02	82	01	01	01	01	01	-	81	80	-	97	97	-	-	01	
Canada	x	+	x	x	x	x	x	x	x	x	x	x	03	x	x	03	x	x	+	x	97	x	x	+	+	+
Cape Verde	x	83	-	-	79	x	76	-	-	x	81	-	-	-	-	83	-	81	83	-	-	-	-	97	-	
Central African Republic	02	82	99	72	82	85	85	90	69	03	-	-	-	-	-	-	76	71	-	-	85	-	-	+	-	
Chad	-	-	99	76	71	-	76	-	69	-	-	-	-	-	-	-	-	67	-	-	76	-	-	-	-	
Chile	x	x	x	x	+	x	x	+	02	03	98	03	03	03	03	x	01	+	03	x	+	+	+	+	x	
China	x	98	x	98	84	+	+	+	+	02	x	+	+	+	+	+	00	85	+	97	-	01	85	-	+	-
China (Hong Kong SAR)	x	x	+	x	+	+	+	+	+	x	x	x	01	x	01	01	x	+	+	x	-	x	+	+	+	+
Colombia	x	-	x	78	48	02	70	02	70	03	+	99	99	98	99	98	-	-	71	00	-	87	-	+	-	89
Comoros	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	87	-	-	-	-	-	-	93	-
Congo	02	-	99	85	82	-	-	-	66	03	-	-	-	-	-	-	-	93	71	-	-	82	-	-	86	-
Cook Islands	x	x	02	x	+	x	x	x	x	03	-	02	02	02	x	02	02	02	x	-	-	02	+	-	+	02
Costa Rica	02	-	94	91	63	+	+	+	-	02	81	98	98	00	98	00	+	93	+	-	-	+	-	-	+	+
Côte d'Ivoire	01	78	78	78	82	77	77	-	69	69	+	-	-	-	-	84	-	81	77	-	82	-	-	77	-	
Croatia	x	-	00	-	-	03	02	02	-	02	x	00	98	00	98	00	00	-	-	-	-	-	-	+	-	
Cuba	x	99	x	x	+	+	+	+	+	01	99	+	+	+	+	+	x	-	+	x	-	x	99	+	99	+
Cyprus	97	93	95	90	87	97	90	90	69	02	x	-	-	-	-	-	94	93	+	91	95	+	93	93	93	89
Czech Republic	x	-	00	x	-	+	+	+	x	03	x	+	+	+	+	+	-	-	+	-	-	x	+	+	97	+
Democratic People's Republic of Korea	-	87	88	-	87	02	-	-	x	02	-	-	-	-	-	-	98	-	+	88	-	87	-	-	-	-
Democratic Republic of the Congo	02	75	83	-	63	83	83	-	72	03	-	-	-	-	-	-	83	75	79	-	-	79	83	-	76	83
Denmark	x	x	+	x	87	x	x	x	+	03	+	+	x	+	+	+	x	+	+	x	+	x	+	+	97	01
Djibouti	00	82	82	82	-	-	-	-	-	82	-	-	-	-	-	-	82	82	-	-	-	-	-	-	-	-
Dominican Republic	x	01	01	72	+	x	00	03	+	03	+	+	75	+	-	-	87	+	81	-	-	+	-	-	79	-
Ecuador	x	78	01	x	70	x	01	01	70	03	+	-	-	-	-	85	85	+	-	-	01	+	-	+	99	
Egypt	+	98	01	+	+	02	01	01	04	02	93	01	01	01	01	01	98	90	+	00	-	01	99	+	+	01
El Salvador	x	83	-	+	82	02	01	90	-	02	+	-	-	-	-	-	-	+	02	-	01	81	88	86	01	
Equatorial Guinea	02	-	99	-	-	-	-	-	02	-	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eritrea	+	+	01	+	+	01	01	01	-	02	99	01	01	01	01	01	01	01	+	02	-	01	-	-	-	01
Estonia	x	98	x	+	95	+	+	+	+	-	+	+	+	+	+	+	+	+	+	-	96	+	-	x	+	
Ethiopia	01	98	94	98	+	01	99	99	02	02	+	98	98	00	98	00	98	90	+	-	-	00	88	88	x	89
Fiji	x	98	94	92	87	x	+	+	02	03	01	-	-	-	-	-	98	90	94	86	+	97	85	93	89	89

States	ANNEXES																									
	1	2	3	4	5	6			7	8	9	10					11	12	13	14		15	16		17	18
						I	II	III				I	II	III	IV	V				I	II		I	II		
Finland	x	x	x	+	+	02	01	01	02	x	x	+	+	+	+	+	98	01	x	x	+	+	+	+	+	+
France	x	x	x	x	01	x	x	x	x	x	x	x	x	x	99	x	x	x	x	x	x	x	+	+	+	x
Gabon	01	94	99	85	66	01	01	01	72	02	-	-	-	-	-	94	-	94	81	-	94	81	-	97	86	
Gambia	-	83	95	+	82	83	83	-	02	03	84	+	+	+	+	+	90	83	89	84	-	+	88	88	89	89
Georgia	02	x	-	-	-	01	01	01	+	02	-	01	01	01	01	-	-	-	+	-	-	99	+	+	+	
Germany	x	x	x	x	+	+	x	x	x	02	x	x	x	x	x	+	x	+	+	x	x	x	x	+	+	+
Ghana	02	+	01	+	87	02	02	01	+	02	+	+	+	+	+	+	02	01	+	00	95	01	85	+	97	01
Greece	x	x	95	98	84	+	+	+	+	02	x	+	+	+	01	01	+	90	x	x	x	x	+	-	+	+
Grenada	00	-	94	-	-	00	-	-	-	02	-	-	-	-	-	-	83	-	-	-	-	-	-	-	-	-
Guatemala	01	-	+	-	72	x	x	-	70	03	95	+	-	+	-	-	-	+	+	77	-	x	-	-	86	85
Guinea	01	83	-	-	66	95	95	95	66	74	-	-	-	-	-	-	-	71	-	-	-	-	-	-	-	-
Guinea-Bissau	-	87	87	-	-	-	-	-	-	-	-	-	-	-	-	-	87	-	-	-	-	87	-	-	-	-
Guyana	x	83	87	84	84	x	86	-	+	03	-	+	79	+	-	-	83	81	88	03	-	+	88	-	93	+
Haiti	x	94	79	79	-	x	+	+	64	x	95	-	-	-	-	-	94	81	94	-	-	-	-	-	85	-
Honduras	x	-	87	70	63	x	70	-	70	x	82	-	-	-	-	-	87	68	-	-	-	-	-	-	-	-
Hungary	02	87	98	89	87	90	90	90	02	03	82	00	00	00	00	00	+	81	71	83	-	87	83	-	+	89
Iceland	x	x	01	95	87	00	00	00	+	+	-	+	+	+	+	+	87	90	+	03	95	97	99	94	+	99
India	x	97	01	x	84	x	00	01	02	+	x	01	+	+	01	01	97	90	+	97	-	+	-	82	+	99
Indonesia	x	-	92	92	92	+	+	+	02	02	x	-	-	-	-	-	91	-	92	93	95	92	92	92	92	92
Iran (Islamic Republic of)	x	99	99	+	87	x	94	94	+	02	+	+	+	+	99	98	99	+	+	02	-	+	+	81	+	-
Iraq	83	87	86	84	82	02	02	95	+	94	-	-	-	-	98	-	02	78	x	83	-	87	-	-	85	-
Ireland	x	93	98	+	+	+	+	+	+	x	+	+	+	+	+	01	+	90	+	+	+	+	99	+	+	+
Israel	02	83	98	78	75	95	95	95	+	74	97	-	-	-	-	-	91	76	79	79	-	80	-	-	97	83
Italy	02	87	89	86	x	03	02	02	02	02	81	00	-	-	-	-	90	82	+	03	-	87	88	88	+	85
Jamaica	01	86	78	69	64	x	00	-	02	01	81	-	-	-	-	-	86	-	-	-	-	-	-	-	85	-
Japan	x	99	x	95	89	02	02	02	02	02	x	99	99	98	99	98	99	81	88	03	-	00	x	+	85	+
Jordan	+	+	01	+	+	02	02	02	69	02	+	99	99	00	99	00	01	+	+	03	97	+	93	93	+	01
Kazakhstan	x	-	-	-	-	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kenya	00	81	92	85	82	02	00	00	02	00	+	01	01	01	01	01	80	76	89	03	-	85	88	88	97	89
Kiribati	-	-	-	-	-	-	-	-	-	02	82	-	-	-	-	-	-	-	-	88	-	-	-	-	-	-
Kuwait	+	+	94	+	64	x	+	+	02	03	+	-	-	-	-	-	01	01	+	76	-	01	-	-	+	89
Kyrgyzstan	02	98	01	98	-	01	-	-	-	02	-	-	-	-	-	-	-	-	-	x	95	x	-	-	-	-
Lao People's Democratic Republic	99	75	-	72	63	00	00	00	69	99	-	-	-	-	-	-	85	85	69	88	-	85	-	-	-	-
Latvia	x	x	x	+	+	+	+	+	02	02	x	+	98	+	98	00	-	+	+	03	-	+	-	-	+	+
Lebanon	+	86	+	78	64	00	01	01	70	02	+	-	-	-	-	-	86	-	+	-	-	75	-	-	97	01
Lesotho	x	+	01	92	-	x	85	-	-	02	92	-	-	-	-	-	01	01	89	+	-	00	85	-	97	86
Liberia	-	-	-	-	63	-	-	-	02	-	-	-	-	-	-	-	-	-	67	-	-	77	-	-	-	83
Libyan Arab Jamahiriya	-	79	-	73	75	75	75	-	71	02	-	-	-	-	-	-	79	75	73	-	-	75	-	-	-	-
Lithuania	x	x	x	+	-	02	01	01	02	01	+	+	-	+	-	-	-	-	+	03	-	+	-	93	+	-
Luxembourg	x	+	86	64	63	x	71	-	x	03	88	01	01	01	01	01	01	-	79	01	-	01	-	-	77	-

States	ANNEXES																									
	1	2	3	4	5	6			7	8	9	10					11	12	13	14		15	16		17	18
						I	II	III				I	II	III	IV	V				I	II		I	II		
Madagascar	01	90	01	92	68	01	86	86	69	02	82	-	-	-	-	90	-	70	91	-	85	88	-	93	86	
Malawi	x	84	89	85	82	00	00	00	02	02	92	-	-	-	-	83	81	+	83	-	85	88	88	89	86	
Malaysia	00	90	x	+	87	02	02	01	02	02	+	+	99	+	02	02	99	84	+	+	-	+	97	+	89	89
Maldives	02	90	-	84	84	99	99	99	81	02	-	+	01	+	+	+	90	-	94	86	-	85	-	-	93	85
Mali	00	-	99	78	71	-	72	-	02	-	-	-	-	-	-	-	-	69	-	-	72	-	-	93	-	
Malta	01	-	81	71	75	03	-	03	+	03	-	-	-	-	-	-	-	67	x	-	78	-	-	+	-	
Marshall Islands	02	93	+	+	-	93	-	-	-	93	-	+	-	+	-	-	-	+	93	-	-	+	-	-	-	-
Mauritania	-	83	99	-	75	-	-	-	-	-	-	-	-	-	-	-	-	71	-	-	-	-	-	-	-	-
Mauritius	01	x	92	+	75	+	+	+	+	02	x	01	+	+	01	01	99	93	90	03	-	+	-	-	97	+
Mexico	x	87	00	+	65	01	01	01	68	02	99	01	+	+	01	01	-	-	+	97	-	+	-	+	86	-
Micronesia (Federated States of)	-	-	93	93	-	94	94	94	-	-	-	-	-	-	-	-	94	93	-	-	-	94	-	-	97	-
Monaco	x	99	99	98	-	+	+	x	+	03	x	99	+	+	99	99	+	-	x	03	-	+	-	-	+	+
Mongolia	01	-	-	-	-	99	99	99	-	99	-	-	-	-	-	-	97	-	-	-	-	-	-	-	-	-
Morocco	98	78	98	73	63	00	00	00	02	02	-	99	99	98	99	98	-	01	70	-	-	80	-	-	93	87
Mozambique	01	87	86	-	-	01	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	87	-	-	-	-
Myanmar	x	93	-	87	63	03	03	03	64	03	85	-	-	-	-	-	93	93	88	-	-	87	-	-	-	-
Namibia	02	99	01	95	-	99	99	99	-	x	+	99	99	98	99	98	99	93	+	00	97	-	99	+	-	99
Nauru	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nepal	02	-	-	66	64	00	00	00	64	00	-	-	-	-	-	-	-	69	87	-	-	-	-	-	-	-
Netherlands	x	+	+	+	89	+	+	+	+	98	x	+	+	+	+	+	+	+	+	+	x	+	99	93	+	+
New Zealand	02	x	x	x	+	x	x	x	x	03	x	x	+	x	+	+	02	02	x	00	x	02	+	x	x	02
Nicaragua	x	-	-	-	-	x	-	-	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86
Niger	01	97	99	89	84	01	85	-	64	98	84	97	97	97	97	97	97	93	+	97	+	+	97	88	97	86
Nigeria	x	90	-	71	63	90	-	-	68	03	82	-	-	-	-	-	90	90	-	91	-	97	83	-	86	-
Norway	x	x	01	x	x	x	x	x	x	02	+	+	x	+	+	+	02	01	+	x	x	+	+	+	+	+
Oman	01	x	95	+	84	+	+	x	-	02	+	+	01	+	01	01	02	01	94	02	+	+	81	+	+	99
Pakistan	x	+	+	+	87	x	x	+	02	02	+	+	+	+	+	+	01	+	+	+	+	+	+	+	+	99
Palau	x	-	-	-	-	x	x	+	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Panama	x	88	01	x	89	x	x	x	69	+	92	97	98	97	99	98	88	-	70	03	-	x	-	-	97	99
Papua New Guinea	02	x	87	90	87	90	90	02	02	02	98	-	-	-	-	-	87	90	02	86	-	00	85	84	+	02
Paraguay	x	99	-	+	68	+	+	+	70	02	x	99	99	98	99	98	99	-	68	01	-	88	-	-	93	+
Peru	x	99	99	99	99	01	00	00	99	01	94	-	-	-	-	-	99	90	99	00	+	00	99	+	89	99
Philippines	01	87	-	+	63	00	00	00	02	01	94	-	+	+	-	-	86	+	+	-	-	83	-	-	81	-
Poland	x	x	+	x	87	x	x	x	02	03	x	01	-	01	-	-	01	+	99	x	95	91	+	93	+	85
Portugal	x	+	x	+	+	03	02	01	02	03	x	99	99	00	99	00	01	93	x	02	+	01	83	88	93	86
Qatar	x	-	93	73	-	x	94	03	75	03	97	01	01	01	01	01	-	-	+	78	-	77	93	93	97	-
Republic of Korea	x	99	92	x	87	02	02	01	+	02	x	+	+	+	+	+	99	+	81	x	-	x	81	85	85	86
Republic of Moldova	02	+	x	-	-	+	+	+	02	02	+	+	+	+	+	+	01	+	+	+	-	x	+	-	x	+
Romania	01	+	x	x	+	x	x	x	+	02	+	+	+	+	+	+	+	+	+	03	-	+	+	-	+	+
Russian Federation	x	x	x	95	88	x	x	x	x	03	x	+	+	+	+	+	+	93	x	x	x	+	99	+	+	01

States	ANNEXES																										
	1	2	3	4	5	6			7	8	9	10					11	12	13	14		15	16		17	18	
						I	II	III				I	II	III	IV	V				I	II		I	II			
Rwanda	x	85	79	-	82	82	82	-	-	02	92	-	-	-	-	-	82	81	85	87	-	82	81	81	81	-	
Saint Kitts and Nevis	00	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Saint Lucia	00	-	-	-	-	00	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Saint Vincent and the Grenadines	00	-	-	-	-	00	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Samoa	02	-	-	-	-	-	03	03	-	03	-	-	-	-	-	-	-	-	-	-	-	-	98	98	-	97	-
San Marino	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sao Tome and Principe	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Saudi Arabia	x	90	01	89	87	02	00	00	02	02	+	+	+	+	+	+	90	90	+	+	-	87	97	93	93	89	
Senegal	78	76	89	85	68	78	-	-	69	-	80	-	-	-	-	82	-	+	01	-	83	-	-	93	-		
Serbia and Montenegro	x	-	-	-	63	61	61	-	68	69	-	+	+	x	+	+	-	-	-	-	-	-	-	-	-	-	
Seychelles	x	98	95	98	84	x	86	-	78	83	91	x	+	+	+	+	98	+	94	86	-	+	83	-	86	89	
Sierra Leone	77	-	-	67	64	76	80	-	-	-	82	-	-	-	-	81	-	76	-	-	-	-	-	-	-	-	
Singapore	x	94	+	x	87	x	x	x	+	02	x	+	+	+	+	+	94	+	+	+	-	+	99	+	97	+	
Slovakia	x	x	x	x	x	x	+	+	x	02	+	+	+	+	+	+	02	+	+	x	-	x	+	-	+	01	
Slovenia	x	-	-	-	-	x	99	99	-	-	+	+	+	+	+	+	99	-	+	-	-	-	99	+	93	99	
Solomon Islands	-	-	-	-	-	-	-	-	-	88	89	-	-	-	-	-	-	-	89	-	85	88	88	88	88	-	
Somalia	-	80	-	65	65	-	69	-	65	-	-	-	-	-	-	80	80	-	-	-	-	-	-	-	-	-	
South Africa	x	90	92	95	x	x	96	x	02	02	x	+	+	+	+	+	01	90	+	00	-	91	98	81	97	99	
Spain	x	86	99	+	95	x	x	x	02	03	+	98	98	00	98	00	x	93	+	00	97	00	97	97	93	95	
Sri Lanka	-	+	01	+	+	x	00	00	00	02	-	01	01	01	01	01	99	+	+	01	-	+	99	+	75	+	
Sudan	00	79	94	73	64	00	00	00	75	00	-	-	-	-	-	-	76	83	79	-	-	78	-	-	-	-	
Suriname	x	83	-	95	-	03	00	00	-	97	-	-	-	-	-	-	83	-	+	+	-	83	88	-	85	-	
Swaziland	99	78	-	+	75	99	-	-	76	99	93	-	-	-	-	-	-	76	87	-	74	-	-	-	-	-	
Sweden	x	x	x	x	+	x	x	x	03	03	x	+	x	+	x	x	x	+	x	x	x	x	+	88	x	+	
Switzerland	02	x	x	+	+	00	00	00	+	02	x	+	+	+	x	02	02	+	x	x	+	+	x	88	+	89	
Syrian Arab Republic	77	83	95	85	66	82	83	-	69	73	94	-	-	-	-	-	83	81	70	-	-	82	-	-	93	-	
Tajikistan	01	-	-	-	-	01	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Thailand	x	90	83	+	87	01	99	99	02	02	x	+	+	+	+	+	90	90	+	97	-	+	+	81	97	89	
The former Yugoslav Republic of Macedonia	01	+	01	+	-	x	x	x	02	03	x	01	01	01	01	01	01	+	+	-	-	-	-	-	+	-	
Togo	x	-	01	+	71	94	94	94	02	03	-	01	01	01	01	01	01	01	94	-	-	01	-	-	97	+	
Tonga	01	-	-	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86	-	
Trinidad and Tobago	x	-	01	73	75	x	x	x	75	x	87	-	-	-	-	-	75	70	-	-	-	73	-	-	76	-	
Tunisia	02	98	+	+	84	+	+	+	03	02	91	+	+	+	99	98	+	+	94	+	+	+	97	-	x	+	
Turkey	01	93	86	+	63	01	86	01	63	65	x	+	x	+	+	+	+	67	86	-	x	93	93	97	-		
Turkmenistan	02	-	-	98	-	02	-	-	-	02	99	-	-	-	-	-	01	-	02	-	-	-	-	-	+	01	

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	I	II	III							I	II	III	IV	V		I	II	I	II	I	II						
Uganda	99	+	98	+	82	02	02	00	02	02	99	+	+	+	+	+	02	+	+	+	-	01	+	+	93	+	
Ukraine	02	-	x	-	-	x	-	-	-	-	x	-	+	+	-	-	02	-	-	-	-	-	+	93	93	-	
United Arab Emirates	x	98	+	+	+	03	02	+	02	02	92	+	+	+	+	+	01	01	+	97	x	+	+	+	+	01	
United Kingdom	x	x	x	x	87	x	x	x	x	x	x	+	x	+	x	x	x	x	x	x	+	x	x	x	x	x	
United Republic of Tanzania	+	99	99	+	+	+	+	x	02	x	+	+	+	+	+	+	02	90	+	01	97	x	99	-	+	+	
United States	x	99	x	98	87	x	02	01	02	x	97	+	01	x	+	01	01	93	x	x	95	+	x	+	97	x	
Uruguay	01	01	x	+	+	00	00	00	02	02	x	+	+	+	+	+	02	01	+	91	95	+	93	+	97	89	
Uzbekistan	x	98	x	x	-	x	x	x	+	03	-	+	+	+	+	+	x	+	x	x	94	x	+	-	+	+	
Vanuatu	x	x	x	x	85	x	x	+	x	-	x	-	-	-	-	-	94	x	x	03	-	x	+	+	+	89	
Venezuela	99	95	95	95	94	x	x	00	+	00	94	-	-	-	-	-	94	-	95	96	-	+	95	95	97	95	
Viet Nam	x	-	-	95	63	03	61	-	-	02	96	-	-	-	-	-	-	-	+	-	-	-	-	-	-	-	
Yemen	x	-	-	-	-	x	-	-	-	02	-	-	-	-	-	-	-	-	+	-	-	-	-	-	-	97	-
Zambia	-	98	99	80	82	99	99	99	71	02	92	98	98	00	98	00	94	93	+	77	-	94	+	-	85	01	
Zimbabwe	-	84	89	+	84	-	-	-	-	-	84	98	01	98	-	98	90	-	-	86	-	-	-	-	-	93	-

Amendments to Annexes and PANS introduced in 2004

Annex/PANS title Current edition Amendment No.	Subject	Adopted/Approved Effective Applicable
Annex 1 — Personnel Licensing Ninth Edition Amendment 165	Amendment 165 introduced an endorsement of type rating with a limitation of privileges to the cruise phase of the flight.	25 February 2004 12 July 2004 25 November 2004
Annex 3 — Meteorological Service for International Air Navigation Fifteenth Edition Amendment 73	Amendment 73 concerned the restructuring of Annex 3 into two parts; upgrading of certain Recommended Practices to Standards; elimination of the need to issue WAFS products in T4 chart form as a part of the final phase of WAFS; notification of volcanic activity to ACC, MWO and VAAC by selected State volcano observatories; introduction of templates for special air-report (downlink), volcanic and tropical cyclone advisory messages and aerodrome and wind shear warnings; introduction of enabling provisions to use fully automatic observing systems during non-operational hours; introduction of prevailing visibility.	25 February 2004 12 July 2004 25 November 2004
Annex 4 — Aeronautical Charts Tenth Edition Amendment 53	Amendment 53 included: new provisions concerning definitions; vertical and temporal reference systems; terminal arrival altitude; Radar Minimum Altitude Chart — ICAO; and chart symbols for altitudes/flight levels and final approach fix. Updating of existing provisions related to the World Geodetic System — 1984 (WGS-84); obstacles; identification, aerodrome operating minima and supplementary information on the Instrument Approach Chart — ICAO; and aeronautical data quality requirements.	23 February 2004 12 July 2004 25 November 2004
Annex 8 — Airworthiness of Aircraft Ninth Edition Amendment 100	Amendment 100 defined the responsibilities of States regarding airworthiness of aircraft. Airworthiness categories and new design Standards for helicopters were introduced in line with existing national and international codes. New provisions for small aeroplanes of maximum take-off mass of more than 750 kg but not exceeding 5 700 kg, which are becoming increasingly involved in international operations,	13 December 2004 13 April 2005 13 December 2007

Annex/PANS title Current edition Amendment No.	Subject	Adopted/Approved Effective Applicable
	<p>were included to ensure a consistent level of safety in the operation of these aircraft. New state-of-the-art requirements for engines and propellers replaced outdated provisions in two new separate parts to the Annex.</p>	
<p>Annex 10 — Aeronautical Telecommunications Volume I — Fifth Edition Volume III — First Edition Amendment 79</p>	<p>Amendment 79 included: changes to GNSS SARPs and related guidance material concerning performance specifications for approach with vertical guidance (APV); global positioning system (GPS) selective availability (SA) discontinuation and clarification of signal power level; specifications for modernized GLObal NAVigation Satellite System (GLONASS-M); frequency planning criteria for ground-based augmentation system (GBAS) and a number of other enhancements; changes to technical specifications relating to high frequency data link (HFDL) to align them with relevant provisions of ITU RR; introduction of frequency modulation (FM) broadcast immunity characteristics for VDL Mode 4; deletion of the note indicating that VDL Mode 4 SARPs apply to surveillance applications.</p>	<p>23 February 2004 12 July 2004 25 November 2004</p>
<p>Annex 12 — Search and Rescue Eighth Edition Amendment 17</p>	<p>The amendments to SARPs in Annex 12 make provision for more cost-effective civil aviation search and rescue (SAR) services by closely harmonizing them with maritime SAR services and facilitating, where practicable, their organization on a cooperative, regional basis. Amendment 17 resulted in a new edition of Annex 12.</p>	<p>23 February 2004 12 July 2004 25 November 2004</p>
<p>Annex 14 — Aerodromes Volume I — Aerodrome Design and Operations Third Edition Amendment 6</p>	<p>Amendment 6 introduced definitions of runway turn pad, calendar, datum, and Gregorian calendar; common reference systems; aerodrome dimensions and related information; physical characteristics of runway turn pads; runway turn pad markings and lights; rapid exit taxiway indicator lights; information marking; stop bars; runway guard lights; intensity of taxiway centre line lights on rapid exit taxiways; Figure 6-2, Examples of marking and lighting of tall structures; electrical power supply systems for air navigation facilities; monitoring of lighting systems; Appendix 1, Colours for Aeronautical Ground Lights, Markings, Signs and Panels; Appendix 2, Aeronautical Ground Light Characteristics; Appendix 5, Aeronautical Data Quality Requirements.</p>	<p>27 February 2004 12 July 2004 25 November 2004</p>
<p>Volume II — Heliports Second Edition Amendment 3</p>	<p>Amendment 3 introduced definitions of calendar, datum, Gregorian calendar and obstacle; common reference systems; heliport dimensions and related information; touchdown and lift-off area lighting system; Appendix 1, Aeronautical Data Quality Requirements.</p>	<p>27 February 2004 12 July 2004 25 November 2004</p>
<p>Annex 15 — Aeronautical Information Services Eleventh Edition Amendment 33</p>	<p>Amendment 33 included new provisions concerning definitions; the vertical reference system and the temporal reference system for international civil aviation; electronic terrain and obstacle data; aeronautical data quality requirements; inclusion of GNSS-related elements in aeronautical information; and the Radar Minimum Altitude Chart — ICAO; and updating of existing provisions related to the World Geodetic System — 1984 (WGS-84) and the Aeronautical Information Publication (AIP).</p>	<p>23 February 2004 12 July 2004 25 November 2004 20 November 2008 18 November 2010</p>
<p>Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC, Doc 8400) Fifth Edition Amendment 27</p>	<p>Amendment 27 included new abbreviations and updated existing specifications of the NOTAM Code related to GNSS; amended existing abbreviations and new abbreviations as a consequence of new provisions included in Annex 3, Annex 4 and the PANS-OPS, Volumes I and II; and editorial changes introduced by the Secretariat.</p>	<p>9 March 2004 — 25 November 2004</p>
<p>Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) Fourteenth Edition Amendment 3</p>	<p>Amendment 3 includes new or amended provisions concerning runway incursions and reporting thereon; phraseologies dealing with 8.33 kHz channel spacing, reduced vertical separation minimum (RVSM) and global navigation satellite system (GNSS); and transmission of special air-reports and other meteorological information.</p>	<p>29 June 2004 — 25 November 2004</p>

Annex/PANS title Current edition Amendment No.	Subject	Adopted/Approved Effective Applicable
Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168) Volume I — Flight Procedures Fourth Edition Amendment 13	Amendment 13 introduced: — a phrase in the Foreword to amplify the notion that PANS-OPS applies to normal operations; — new definitions and abbreviations in Part I; — an amendment to GNSS area navigation (RNAV) departure procedures to account for multi-sensor RNAV systems, introduction of altitude depiction requirements, SBAS and GBAS departure procedures in Part II; — amendments to the basis of aircraft categorization, to GNSS area navigation RNAV-approach procedures for multi-sensor RNAV systems, and to standard aircraft dimensions for DA/H determination; introduction of helicopter point in space (PinS) procedures, the procedure altitude concept to address CFIT, altitude depiction requirements, SBAS and GBAS procedures and the TAA concept in Part III; — an amendment to procedures specified for use by helicopters in Part XI; — an amendment to en-route criteria to include a simplified method in Part XII; and — an amendment to the parameters for stabilized approach to include cold temperature correction in Part XIII.	27 April 2004 — 25 November 2004
Volume II — Construction of Visual and Instrument Flight Procedures Fourth Edition Amendment 12	Amendment 12 introduced: — a phrase in the Foreword to amplify the notion that PANS-OPS applies to normal operations; — new definitions and abbreviations in Part I; — altitude depiction requirements, procedure identification on charts, obstacle protection area width for DME/DME and RNP procedures, and SBAS procedures in Part II; — altitude depiction requirements, procedure identification on charts, the basis of aircraft categorization procedure altitude concept to address CFIT, T/Y bar approach layout for RNAV procedures, TAA concept, standard aircraft dimensions for DA/H determination, obstacle protection area width for DME/DME and RNP procedures, revision of APV/Baro-VNAV criteria, new GBAS Category I criteria, replacement of Attachment I with a PANS-OPS obstacle assessment surface (OAS) CD-ROM in Part III; — introduction of RNAV PinS approach procedures for helicopters using basic GNSS receivers in Part V; and — an amendment to en-route criteria to include a simplified method in Part VI.	27 April 2004 — 25 November 2004

APPENDIX 3. THE COUNCIL, AIR NAVIGATION COMMISSION AND COUNCIL COMMITTEES

COUNCIL

The Council held three sessions in 2004. These were the One Hundred and seventy-first Session from 16 February to 12 March, with a total of thirteen meetings; the One Hundred and seventy-second Session from 25 May to 25 June, with a total of twenty-four meetings, four of which were held outside the Council phase; and the One Hundred and seventy-third Session from 22 November to 17 December, with a total of fourteen meetings, one of which was held outside the Council phase.

States Members

Representatives [Alternates]

Up to 5 October 2004

Algeria: Mr. M.S. Boultif
Argentina: Mr. H.C. Trisano [Mr. J.B. Riaboi; Mr. E.A. Sánchez Ara;
Mr. R.F. Cimbaro (to 27/2); Mr. H.E. Pasquali (from 16/2)]
Australia: Mr. S. Clegg [Mr. R.W. Graff]
Brazil: Mr. R. Rodrigues Filho [Mr. P.C. Cunha; Mr. M.O. Kauffmann]
Cameroon: Mr. T. Tekou
Canada: Mr. L.A. Dupuis [Mr. J.F. Murphy (to 29/7); Mr. R. Maltais
(to 31/3); Mrs. M. Deshaies (from 1/4); Ms. S. Chambers
(from 15/9)]
Chile: Mr. M. Meirelles [Mr. D. Dueñas (to 23/2); Mr. P. Romero;
Mr. E. Zúñiga (from 26/1); Mr. A.E. de la Vega (from 3/8)]
China: Mr. Y. Zhang [Mr. K. Wu; Mr. Y. Fang (to 19/4)]
Costa Rica: Mr. M. Ramos [Mr. A. Suazo Morazán (from 14/9)]
Cuba: Mr. J. Ayón Alfonso
Czech Republic: Mr. O. Gorgol [Dr. A. Sipos (from 21/6 to 25/6)]
Egypt: Mr. M.A. Elbagori (to 9/1); Mr. M.E. Refaat (from 10/1)
[Mr. M.E. Refaat (to 9/1)]
Ethiopia: Mr. M. Belayneh
France: Mr. J.-F. Dobbelle [Mr. A. Veillard; Mr. D. Galibert;
Mr. F. Guyot (to 22/8); Mr. F. Paruta (from 1/9)]
Germany: Dr. H. Mürl [Mr. T. Mickler (to 31/3); Mr. T. Burlage
(from 1/4)]
India: Dr. S. Kaul [Mr. D. Chakravarti]
Ireland: Ms. A. McGinley [Mr. L. Vonlanthen; Ms. S. Gehrler (from
19/4)]
Italy: Mr. G.L. Cornado (to 3/7) [Mrs. L. Aghilarre;
Mr. P. Ciancaglioni]
Japan: Mr. H. Kono [Mr. M. Kawakami (to 26/3); Mr. T. Nakada
(from 9/3)]
Lebanon: Dr. H. Chaouk [Mr. S. Eid]
Mauritius: Mr. A. Gungah [Mr. O.R. Nundu]
Mexico: Mr. R. Kobeh González [Mr. D. Méndez Mayora]
Nigeria: Mr. D.O. Eniojukan [Dr. O.B. Aliu (from 31/5)]
Pakistan: Mr. M.A. Awan

States Members

Representatives [Alternates]

Paraguay: Mr. C. Fariás S. [Mr. J. Esteban Aguirre; Mrs. H. Felip;
Mr. H. Abatte (to 3/8); Miss S. Morinigo; Mr. P.A. Avila y Tello;
Mr. D. Olmedo]
Republic of Korea: Mr. Soo-taek Rhee [Dr. Il-young Chung; Mr.
Man-heui Chang; Mr. See-jeong Chang; Mr. Young-hoon Kang
(from 23/2)]
Russian Federation: Mr. I.M. Lysenko [Mr. A.A. Novgorodov;
Mr. A.F. Panteleev; Mr. P.N. Shipil; Mr. V.V. Postnov (from
31/3)]
Saudi Arabia: Mr. S.A.R. Hashem
Senegal: Mr. B. Gueye [Mr. M. Ndiaye]
Singapore: Mr. Bong Kim Pin [Mr. P. Yap (from 22/6 to 25/6)]
South Africa: Mr. T. Peege
Spain: Mr. L. Adrover [Mr. J. Herrero]
Sweden: Mr. J. Danielsson [Dr. M. Tupamáki; Mr. S.E. Andresen;
Mr. L. Lövkvist (from 16/4)]
United Kingdom: Mr. N. Denton [Mr. A.G. Sayce]
United States: Mr. E.W. Stimpson [Mr. W.F. Price; Ms. C. Serwer]
Venezuela: Mr. R. Alvarado Torrealba [Mr. J.E. Ortiz Cuenca]

After 5 October 2004

Argentina: Mr. H.C. Trisano [Mr. J.B. Riaboi; Mr. E.A. Sánchez Ara;
Mr. H.E. Pasquali; Mr. J.R. Cornelio (from 20/12)]
Australia: Mr. S. Clegg [Mr. R.W. Graff]
Austria: Ms. S. Gehrler [Mr. L. Vonlanthen; Ms. A. McGinley]
Brazil: Mr. R. Rodrigues Filho (to 15/11); Mr. P. Bittencourt de
Almeida (from 16/11) [Mr. P.C. Cunha; Mr. M.O. Kauffmann;
Mr. P. Bittencourt de Almeida (from 19/10 to 15/11)]
Cameroon: Mr. T. Tekou
Canada: Mr. L.A. Dupuis [Mrs. M. Deshaies; Ms. S. Chambers]
Chile: Mr. M. Meirelles [Mr. P. Romero; Mr. E. Zúñiga;
Mr. A.E. de la Vega]
China: Mr. Y. Zhang [Mr. K. Wu]
Colombia: Mr. J.E. Ortiz Cuenca [Mr. R. Alvarado Torrealba]

States Members
Representatives [Alternates]

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Ethiopia: Mr. M. Belayneh
Finland: Mr. L. Lövkvist [Mr. J. Danielsson (to 7/12);
Dr. M. Tupamäki (to 7/12); Mr. S.E. Andresen;
Mr. B.I. Knutsson]
France: Mr. J.-F. Dobbelle [Mr. A. Veillard; Mr. D. Galibert (to 31/12);
Mr. F. Paruta]
Germany: Dr. H. Mürl [Mr. T. Burlage]
Ghana: Mr. K. Kwakwa (from 25/10) [Mr. P. D. Spencer (from
25/10)]
Honduras: Mr. A. Suazo Morazán
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India: Dr. S. Kaul [Mr. D. Chakravarti]
Italy: Mr. F. Cristiani (from 20/12) [Mrs. L. Aghillarre (to 27/12);
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Japan: Mr. H. Kono [Mr. T. Nakada]
Lebanon: Dr. H. Chaouk [Mr. S. Eid]
Mexico: Mr. R. Kobeh González [Mr. D. Méndez Mayora]
Mozambique: Dr. D. de Deus [Mr. O.R. Nundu; Mr. A. Gungah]
Nigeria: Mr. D.O. Eniojukan (to 31/12) [Dr. O.B. Aliu (to 31/12)]
Pakistan: Mr. M.A. Awan

States Members
Representatives [Alternates]

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Mr. A. Chávez (from 21/10 to 31/12); Mr. M.A. Gamarra
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Republic of Korea: Mr. Soo-taek Rhee [Dr. Il-young Chung
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Spain: Mr. L. Adrover [Mr. J. Herrero]
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Mr. H. Ben Khelifa (from 20/10)]
United Kingdom: Mr. N. Denton [Mr. A.G. Sayce]
United States: Mr. E.W. Stimpson (to 17/12); Ms. C. Serwer
(Acting Representative from 18/12) [Mr. W.F. Price;
Ms. C. Serwer (to 17/12)]

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Members [Alternates] — Nominated by

AIR NAVIGATION COMMISSION

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Netherlands and Switzerland
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Mr. R. Maltais (from 2/12 to 22/12)] — Canada
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(from 1/3 to 31/3); Mr. T. Mickler (from 1/4 to 12/10)] —
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Mr. J. Herrero — Spain
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Mr. W.F. Price [Mr. F.K. Peluso] — United States

AIR TRANSPORT COMMITTEE

Up to 22 November 2004

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(from 27/2)] — Argentina
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Mr. J.F. Murphy (to 26/10); Mr. L.A. Dupuis (from 27/10)
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Mr. M. Ramos (to 5/10) — Costa Rica
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Mr. M. Belayneh (*Chairman*) — Ethiopia
Mr. B.I. Knutsson (from 27/10) [Mr. L. Lövkvist (from 27/10)] —
Finland

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<p>After 22 November 2004</p>	<p>JOINT SUPPORT COMMITTEE</p>
<p>Mr. H.C. Trisano [Mr. H.E. Pasquali] — Argentina Mr. S. Clegg [Mr. R.W. Graff] — Australia Ms. S. Gehrler [Ms. A. McGinley; Mr. L. Vonlanthen] — Austria Mr. P. Bittencourt de Almeida [Mr. M.O. Kauffmann] — Brazil Mr. T. Tekou — Cameroon Mr. L.A. Dupuis [Ms. S. Chambers] — Canada Mr. M. Meirelles [Mr. A.E. de la Vega] — Chile Mr. K. Wu [Mr. Y. Zhang] — China Mr. J.E. Ortíz Cuenca [Mr. R. Alvarado Torrealba] — Colombia Mr. M.E. Refaat — Egypt Mr. M. Belayneh — Ethiopia Mr. B.I. Knutsson [Mr. L. Lökvist] — Finland</p>	<p>Up to 22 November 2004</p> <p>Mr. L.A. Dupuis (<i>Chairman</i>) [Mr. J.F. Murphy (to 26/10)] — Canada Mr. J. Ayón Alfonso (to 5/10) — Cuba Mr. M.A. Elbagori (to 15/2); Mr. M.E. Refaat (from 16/2) — Egypt Mr. A. Veillard [Mr. J.-F. Dobelle; Mr. D. Galibert] — France Dr. H. Mürl [Mr. T. Mickler (to 31/3); Mr. T. Burlage (from 1/4)] — Germany Ms. A. McGinley (to 5/10) [Mr. L. Vonlanthen (to 5/10); Ms. S. Gehrler (from 19/4 to 5/10)] — Ireland Mrs. L. Aghilarre [Mr. G.L. Cornado (to 3/7); Mr. P. Ciancaglion] — Italy Mr. H. Kono [Mr. M. Kawakami (to 26/3); Mr. H. Oshimo; Mr. T. Nakada (from 11/3)] — Japan Mr. I.M. Lysenko [Mr. A.A. Novgorodov] — Russian Federation Mr. L. Adrover [Mr. J. Herrero] — Spain Mr. S.E. Andresen (to 5/10) [Dr. M. Tupamäki (to 5/10)] — Sweden Mr. N. Denton [Mr. A.G. Sayce] — United Kingdom Mr. E.W. Stimpson (to 15/2); Ms. C. Serwer (from 16/2) [Ms. C. Serwer (to 15/2); Ms. T. Ledesma (to 27/5); Mr. E.W. Stimpson (from 16/2); Ms. L.S. Roberts (from 28/5)] — United States</p>

Members [Alternates] — Nominated by

Members [Alternates] — Nominated by

After 22 November 2004

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 Mr. L.A. Dupuis [Ms. S. Chambers] — Canada
 Mr. M.E. Refaat — Egypt
 Mr. B.I. Knutsson [Mr. L. Lövkvist] — Finland
 Mr. A. Veillard [Mr. J.-F. Dobelle; Mr. D. Galibert (to 31/12)] — France
 Dr. H. Mürl [Mr. T. Burlage] — Germany
 Mrs. L. Aghilarre (to 27/12) [Mr. P. Ciancaglioni] — Italy
 Mr. H. Kono (*Chairman*) [Mr. T. Nakada; Mr. H. Oshimo] — Japan
 Mr. I.M. Lysenko [Mr. A.A. Novgorodov] — Russian Federation
 Mr. Bong Kim Pin [Mr. P. Yap (to 31/12)] — Singapore
 Mr. L. Adrover [Mr. J. Herrero] — Spain
 Mr. N. Denton [Mr. A.G. Sayce] — United Kingdom
 Ms. C. Serwer [Mr. E.W. Stimpson (to 17/12); Ms. L.S. Roberts] — United States

FINANCE COMMITTEE

Up to 22 November 2004

Mr. R. Rodrigues Filho [Mr. M.O. Kauffmann; Mr. P. Bittencourt de Almeida (from 27/10)] — Brazil
 Mr. T. Tekou — Cameroon
 Mr. L.A. Dupuis [Mr. J.F. Murphy (to 26/10)] — Canada
 Mr. Y. Zhang [Mr. K. Wu] — China
 Mr. J. Danielsson (from 27/10) [Mr. L. Lövkvist (from 27/10)] — Finland
 Mr. J.-F. Dobelle [Mr. A. Veillard; Mr. D. Galibert] — France
 Dr. H. Mürl [Mr. T. Mickler (to 31/3); Mr. T. Burlage (from 1/4)] — Germany
 Dr. S. Kaul — India
 Mr. H. Kono [Mr. M. Kawakami (to 26/3); Mr. H. Oshimo; Mr. T. Nakada (from 11/3)] — Japan
 Mr. A. Gungah (to 15/2); Mr. O.R. Nundu (from 16/2 to 5/10) [Mr. O.R. Nundu (to 15/2); Mr. A. Gungah (from 16/2 to 5/10)] — Mauritius
 Mr. R. Kobeh González [Mr. D. Méndez Mayora] — Mexico
 Mr. O.R. Nundu (from 27/10) [Dr. D. de Deus (from 27/10)] — Mozambique
 Mr. C. Farias S. (to 5/10) [Miss S. Morinigo (to 5/10)] — Paraguay
 Mr. J. Muñoz-Deacon (from 27/10) [Mr. A. Chávez (from 27/10); Mr. D. Olmedo (from 27/10)] — Peru
 Mr. I.M. Lysenko [Mr. A.F. Panteleev] — Russian Federation
 Mr. L. Adrover [Mr. J. Herrero] — Spain
 Mr. J. Danielsson (*Chairman*) (to 5/10) [Dr. M. Tupamäki (to 5/10)] — Sweden
 Mr. N. Denton [Mr. A.G. Sayce] — United Kingdom
 Mr. E.W. Stimpson [Ms. C. Serwer] — United States

After 22 November 2004

Mr. S. Clegg [Mr. R.W. Graff] — Australia
 Mr. P. Bittencourt de Almeida [Mr. M.O. Kauffmann] — Brazil
 Mr. T. Tekou — Cameroon
 Mr. L.A. Dupuis [Ms. S. Chambers] — Canada
 Mr. Y. Zhang [Mr. K. Wu] — China
 Mr. J.-F. Dobelle [Mr. A. Veillard; Mr. D. Galibert (to 31/12)] — France
 Dr. H. Mürl [Mr. T. Burlage] — Germany
 Dr. S. Kaul — India
 Mr. H. Kono [Mr. T. Nakada; Mr. H. Oshimo] — Japan
 Mr. R. Kobeh González [Mr. D. Méndez Mayora] — Mexico
 Mr. O.R. Nundu [Dr. D. de Deus] — Mozambique
 Mr. J. Muñoz-Deacon [Mr. A. Chávez (to 31/12); Mr. D. Olmedo] — Peru
 Mr. Soo-taek Rhee (from 17/12) [Mr. Young-hoon Kang (from 17/12)] — Republic of Korea
 Mr. I.M. Lysenko [Mr. V.V. Postnov] — Russian Federation
 Mr. L. Adrover [Mr. J. Herrero] — Spain
 Mr. N. Denton (*Chairman*) [Mr. A.G. Sayce] — United Kingdom
 Mr. E.W. Stimpson (to 17/12); Ms. C. Serwer (from 18/12) [Ms. C. Serwer (to 17/12); Mr. W.F. Price (from 18/12)] — United States

COMMITTEE ON UNLAWFUL INTERFERENCE WITH INTERNATIONAL CIVIL AVIATION AND ITS FACILITIES

Up to 22 November 2004

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 Mr. S. Clegg [Mr. R.W. Graff] — Australia
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 Mr. M. Belayneh — Ethiopia
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 Mr. A. Suazo Morazán (from 27/10) — Honduras
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 Dr. H. Chaouk [Mr. S. Eid] — Lebanon
 Mr. D. Méndez Mayora [Mr. R. Kobeh González] — Mexico
 Dr. Il-young Chung [Mr. Man-heui Chang] — Republic of Korea
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 Mr. S.A.R. Hashem — Saudi Arabia
 Mr. B. Gueye (to 5/10) [Mr. M. Ndiaye (to 5/10)] — Senegal

Members [Alternates] — Nominated by	Members [Alternates] — Nominated by
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<p>After 22 November 2004</p> <p>Mr. H.C. Trisano [Mr. H.E. Pasquali] — Argentina Mr. S. Clegg [Mr. R.W. Graff] — Australia Mr. L.A. Dupuis [Ms. S. Chambers] — Canada Mr. M.E. Refaat — Egypt Mr. M. Belayneh — Ethiopia Mr. L. Lövkvist [Mr. B.I. Knutsson] — Finland Mr. J.-F. Dobelle [Mr. A. Veillard; Mr. D. Galibert (to 31/12)] — France Dr. H. Mürl [Mr. T. Burlage] — Germany Mr. A. Suazo Morazán — Honduras Dr. A. Sipos — Hungary Dr. S. Kaul (<i>Chairman</i>) — India Mr. H. Kono [Mr. T. Nakada; Mr. H. Oshimo] — Japan Dr. H. Chaouk [Mr. S. Eid] — Lebanon Mr. D. Méndez Mayora [Mr. R. Kobeh González] — Mexico Mr. M.A. Awan — Pakistan Mr. Soo-taek Rhee [Dr. Il-young Chung] — Republic of Korea Mr. P.N. Shipil [Mr. V.V. Postnov] — Russian Federation Mr. S.A.R. Hashem [Mr. I.B. Al-Jabri] — Saudi Arabia Mr. T. Peege — South Africa Mr. N. Denton [Mr. A.G. Sayce] — United Kingdom Mr. E.W. Stimpson (to 17/12); Ms. C. Serwer (from 18/12) [Ms. C. Serwer (to 17/12); Mr. W.F. Price (from 18/12)] — United States</p>	<p>Mr. A. Gungah (to 15/2); Mr. O.R. Nundu (from 16/2 to 5/10) [Mr. O.R. Nundu (to 15/2); Mr. A. Gungah (from 16/2 to 5/10)] — Mauritius Mr. O.R. Nundu (from 27/10) [Dr. D. de Deus (from 27/10)] — Mozambique Mr. M.A. Awan — Pakistan Mr. A.F. Panteleev [Mr. P.N. Shipil (from 16/2)] — Russian Federation Mr. S.A.R. Hashem — Saudi Arabia Mr. Bong Kim Pin [Mr. P. Yap] — Singapore Mr. N. Denton [Mr. A.G. Sayce] — United Kingdom Mr. E.W. Stimpson (to 15/2); Ms. C. Serwer (from 16/2) [Ms. C. Serwer (to 15/2); Mr. E.W. Stimpson (from 16/2)] — United States Mr. R. Alvarado Torrealba (to 5/10) [Mr. J.E. Ortíz Cuenca (to 5/10)] — Venezuela</p>
<p>TECHNICAL CO-OPERATION COMMITTEE</p> <p>Up to 22 November 2004</p> <p>Mr. H.C. Trisano [Mr. R.F. Cimbaro (to 27/2); Mr. H.E. Pasquali (from 27/2)] — Argentina Ms. A. McGinley (from 27/10) [Ms. S. Gehrer (from 27/10)] — Austria Mr. R. Rodrigues Filho [Mr. M.O. Kauffmann; Mr. P. Bittencourt de Almeida (from 27/10)] — Brazil Mr. T. Tekou — Cameroon Mr. J.F. Murphy (to 26/10); Mr. L.A. Dupuis (from 27/10) [Mr. L.A. Dupuis (to 26/10); Ms. S. Chambers (from 27/10)] — Canada Mr. M. Meirelles [Mr. D. Dueñas (to 23/2)] — Chile</p>	<p>After 22 November 2004</p> <p>Mr. H.C. Trisano [Mr. H.E. Pasquali] — Argentina Ms. A. McGinley [Mr. L. Vonlanthen; Ms. S. Gehrer] — Austria Mr. P. Bittencourt de Almeida [Mr. M.O. Kauffmann] — Brazil Mr. T. Tekou — Cameroon Ms. S. Chambers [Mr. L.A. Dupuis] — Canada Mr. M. Meirelles (<i>Chairman</i>) [Mr. A.E. de la Vega] — Chile Mr. K. Wu [Mr. Y. Zhang] — China Mr. J.E. Ortíz Cuenca [Mr. R. Alvarado Torrealba] — Colombia Mr. L. Lövkvist [Mr. B.I. Knutsson] — Finland Mr. J.-F. Dobelle [Mr. A. Veillard; Mr. D. Galibert (to 31/12)] — France Mrs. L. Aghilarre (to 27/12) [Mr. P. Ciancaglioni] — Italy Dr. D. de Deus [Mr. O.R. Nundu] — Mozambique Dr. O.B. Aliu — Nigeria Mr. Soo-taek Rhee [Mr. Man-heui Chang] — Republic of Korea Mr. A.F. Panteleev [Mr. P.N. Shipil] — Russian Federation Mr. H.A. Wilson — Saint Lucia Mr. S.A.R. Hashem [Mr. I.B. Al-Jabri] — Saudi Arabia Mr. Bong Kim Pin [Mr. M. Fernando] — Singapore Mr. N. Denton [Mr. A.G. Sayce] — United Kingdom Ms. C. Serwer [Mr. E.W. Stimpson (to 17/12); Mr. W.F. Price (from 18/12)] — United States</p>

APPENDIX 4. MEETINGS HELD IN 2004

1. LISTING OF MEETINGS

Meetings	Site	Duration	
		From	To
Assembly, 35th Session	Montréal	28 September	8 October
Council and its Committees			
171st Session: Committee Phase Council Phase	Montréal	12 January 16 February	30 January 12 March
172nd Session: Committee Phase Council Phase	Montréal	13 April 25 May	30 April 25 June
173rd Session: Committee Phase Council Phase	Montréal	18 October 22 November	5 November 17 December
Committee on Aviation Environmental Protection (CAEP), Sixth Meeting	Montréal	2 February	12 February
Air Navigation Commission			
165th Session	Montréal	12 January	12 March
166th Session	Montréal	13 April	25 June
167th Session	Montréal	18 October	17 December
Air Navigation Meetings			
ICAO Aviation Language Symposium	Montréal	1 September	3 September
Panel Meetings			
Surveillance and Conflict Resolution Systems Panel (SCRSP), First Meeting	Montréal	8 November	19 November
Air Transport Meetings			
Facilitation (FAL) Division, Twelfth Session	Cairo	22 March	1 April

Meetings	Site	Duration	
		From	To
Panel Meetings			
Air Navigation Services Economics Panel (ANSEP), Fifth Meeting	Montréal	3 May	7 May
Aviation Security and Facilitation Meetings			
Aviation Security Panel (AVSECP), Sixteenth Meeting	Montréal	10 May	14 May
Technical Advisory Group on Machine Readable Travel Documents (TAG-MRTD), Fifteenth Meeting	Montréal	17 May	21 May
Ad hoc Group of Specialists on the Detection of Explosives (AH-DE), Fifteenth Meeting	Montréal	7 September	8 September
International Explosives Technical Commission (IETC), Fifth Meeting	Montréal	9 September	10 September
Regional Planning Groups			
Asia/Pacific (ASIA/PAC) Air Navigation Planning and Implementation Regional Group (APANPIRG), Fifteenth Meeting	Bangkok	23 August	27 August
Caribbean/South American (CAR/SAM) Regional Planning and Implementation Group (GREPECAS), Twelfth Meeting	Cuba	7 June	11 June
North Atlantic (NAT) Systems Planning Group (NAT SPG), Fortieth Meeting	Paris	22 June	24 June
European Air Navigation Planning Group (EANPG), Forty-sixth Meeting	Paris	30 November	2 December
Legal Meetings			
Legal Committee (LC), Thirty-second Session	Montréal	15 March	21 March
Meetings of Regional Civil Aviation Bodies			
African Civil Aviation Commission (AFCAC)	Johannesburg	10 May	14 May
Plenary, Seventeenth Session			
Latin American Civil Aviation Commission (LACAC)			
Plenary, Sixteenth Session	Rio de Janeiro	8 November	12 November
<i>Note.— Not included are:</i>			
— <i>informal implementation meetings, seminars, workshops, working groups and study groups in the air navigation field;</i>			
— <i>seminars and workshops in the air transport field.</i>			

2. OUTCOMES OF MAJOR MEETINGS

Environmental Protection

The Sixth Meeting of the Committee on Aviation Environmental Protection (CAEP), attended by 206 participants from 20 Contracting States and 11 international organizations, was held in Montréal from 2 to 12 February. Seventeen recommendations were developed concerning aircraft noise and the impact of aircraft engine emissions, including the amendment of provisions contained in, Annex 6, Part III, Annex 14, Volume I, and Annex 16, Volumes I and II. Eight recommendations concerned the publication of ICAO documents, including *Guidance on the Balanced Approach to Aircraft Noise Management* (Doc 9829); other recommendations dealt with market-based options, ICAO environmental goals and future work.

Facilitation

The Twelfth Session of the Facilitation Division, attended by 474 participants from 87 Contracting States and 19 observer delegations, was held in Cairo from 22 March to 1 April. The meeting made 16 “A-type” Recommendations for amendments to Annex 9, affecting about 75 SARPs and 2 Appendices; if adopted by the Council, the amendments will become applicable in November 2005. The amendments deal with the smoother passage of travellers through border controls, heightened aviation security, controls on travel document fraud and illegal migration, and added protection against identity theft.

The meeting also made 16 “B-type” Recommendations proposing other actions to be taken by Contracting States or by the Council, within the purview of the Facilitation Programme.

ICAO Aviation Language Symposium

An ICAO Aviation Language Symposium, attended by 324 participants from 68 States and 7 international organizations, was held at Headquarters from 1 to 3 September. The objective of the symposium was to introduce the ICAO language proficiency requirements and to provide practical information to facilitate implementation of the Standards and Recommended Practices (SARPs). Most presentations focussed on aviation English language training and testing which were considered the areas of greatest need. The symposium highlighted the role to be played by all States in the implementation of the new Standards and emphasized the need for a reliable and robust testing system. The Secretariat’s strategy to support implementation of the ICAO language proficiency SARPs includes the organization of regional seminars; development of an interactive CD to assist in a standardized interpretation of the language proficiency competency scale; preparation of a study on whether ICAO should establish, or help establish, an accreditation system for language testing services; and preparation of the review, to be undertaken by the Air Navigation Commission in 2006, of State implementation of the new Standards.

Legal Committee

The Committee advanced the development of the text of a Draft Convention on Damage Caused by Foreign Aircraft to Third Parties. The Council agreed that the text was not yet mature enough for submission to a Diplomatic Conference and a Special Group on the Modernization of the Rome Convention of 1952 was established to advance the work.

Security

The International Explosives Technical Commission (IETC), at its fifth session held in Montréal on 9 and 10 September, examined the results of studies undertaken by some Producer States relating to the manufacturing process of certain specialty sheet products for commercial and military use. It was concluded that concerns relating to an increased concentration level of the 2,3-Dimethyl-2,3-dinitrobutane (DMNB) detection agent had been addressed to the greatest extent possible.

The Council, at the third meeting of its 173rd Session, reviewed a summary of the report of the fifth session of the IETC and agreed to propose for adoption the amendment to the Technical Annex to the Convention on the Marking of Plastic Explosives for the Purpose of Detection, which would increase the minimum concentration level of the DMNB detection agent from 0.1 per cent to 1.0 per cent by mass.

APPENDIX 5. PARTICIPATION OF STATES AND INTERNATIONAL ORGANIZATIONS IN MAIN ICAO MEETINGS IN 2004

LC/32 32nd Session of the Legal Committee
 FAL/12 12th Session of the Facilitation Division
 A35 35th Session of the Assembly

Note.— In the table below, “P” denotes representation by a member of the State’s permanent delegation in Montréal, “S” special representation, and “O” representation by observers. One asterisk () indicates a Council Member State. Two asterisks (**) indicate a Council Member State as of the 173rd Session of the Council. Non-Council Member States with permanent representation to ICAO during 2004 are indicated by a dagger (†).*

State or Organization	LC/32	FAL/12	A35
Contracting States (188 as of 31 December 2004)			
Afghanistan†	P	—	P/S
Albania	—	—	S
Algeria	P	S	P/S
Andorra	—	—	S
Angola†	—	—	S
Antigua and Barbuda†	—	—	—
Argentina*	P/S	P/S	P/S
Armenia†	—	—	—
Australia*	P/S	S	P/S
Austria**	S	S	S
Azerbaijan	—	—	—
Bahamas	—	—	—
Bahrain	S	S	S
Bangladesh	—	—	—
Barbados	—	—	—
Belarus	—	—	—
Belgium	S	S	S
Belize†	—	—	—
Benin	—	—	—
Bhutan	—	—	—
Bolivia	—	—	S
Bosnia and Herzegovina	—	—	—
Botswana	—	—	S
Brazil*	P/S	P/S	P/S
Brunei Darussalam	—	—	S

State or Organization	LC/32	FAL/12	A35
Bulgaria†	–	–	S
Burkina Faso†	–	–	S
Burundi	S	S	S
Cambodia	–	–	S
Cameroon*	P/S	P/S	P/S
Canada*	S	S	P/S
Cape Verde	S	–	S
Central African Republic	–	S	S
Chad	–	–	–
Chile*	P/S	–	P/S
China*	P/S	P/S	P/S
Colombia**	P/S	–	P/S
Comoros	–	–	S
Congo	–	–	S
Cook Islands	–	–	S
Costa Rica	–	–	P/S
Côte d'Ivoire	–	S	S
Croatia†	–	–	S
Cuba†	P/S	P/S	P/S
Cyprus†	–	–	P/S
Czech Republic†	S	S	P/S
Democratic People's Republic of Korea	–	–	S
Democratic Republic of the Congo	–	S	S
Denmark	–	–	S
Djibouti	–	–	–
Dominican Republic†	–	–	S
Ecuador†	–	–	P/S
Egypt*	S	P/S	P/S
El Salvador	–	–	S
Equatorial Guinea	–	–	S
Eritrea	–	–	S
Estonia	–	–	S
Ethiopia*	S	P/S	P/S
Fiji	–	S	S
Finland**	S	S	S
France*	P/S	P/S	P/S
Gabon	S	S	S
Gambia	–	–	S
Georgia	–	–	–
Germany*	S	S	P/S
Ghana**	–	S	S
Greece†	S	S	P/S
Grenada	–	–	S
Guatemala	–	–	S
Guinea	–	–	S

State or Organization	LC/32	FAL/12	A35
Guinea-Bissau†	–	–	–
Guyana	–	–	S
Haiti	–	–	S
Honduras**	–	–	P/S
Hungary**	–	S	S
Iceland	S	S	S
India*	P/S	P/S	P/S
Indonesia†	P/S	P/S	P/S
Iran (Islamic Republic of)†	P	S	P/S
Iraq	–	S	–
Ireland	P	P/S	P/S
Israel†	–	S	P/S
Italy*	S	S	P/S
Jamaica	–	–	S
Japan*	P/S	S	P/S
Jordan	–	–	S
Kazakhstan	–	–	S
Kenya	S	S	S
Kiribati	–	–	S
Kuwait	–	S	S
Kyrgyzstan	–	–	–
Lao People's Democratic Republic	–	–	–
Latvia	–	–	S
Lebanon*	P/S	S	P/S
Lesotho	–	–	S
Liberia†	–	–	S
Libyan Arab Jamahiriya†	P/S	P	P/S
Lithuania	–	S	S
Luxembourg	–	–	S
Madagascar†	–	–	S
Malawi	–	S	S
Malaysia†	–	P/S	S
Maldives	–	–	S
Mali†	–	–	P/S
Malta	–	–	S
Marshall Islands	–	–	S
Mauritania	–	–	S
Mauritius	P	S	P/S
Mexico*	P	S	P/S
Micronesia (Federated States of)	–	–	S
Monaco†	–	–	S
Mongolia	–	–	S
Morocco	–	S	S
Mozambique**	–	–	S
Myanmar	–	–	S

State or Organization	LC/32	FAL/12	A35
Namibia	–	S	S
Nauru	–	–	S
Nepal	–	–	S
Netherlands	S	S	S
New Zealand	S	S	S
Nicaragua	S	–	S
Niger†	–	–	P/S
Nigeria*	P/S	P/S	P/S
Norway	S	S	S
Oman	–	S	S
Pakistan*	–	S	P/S
Palau	–	–	S
Panama	–	S	S
Papua New Guinea	–	–	S
Paraguay	–	S	P/S
Peru**	S	–	P/S
Philippines†	S	S	S
Poland†	S	S	P/S
Portugal†	–	S	P/S
Qatar	–	S	S
Republic of Korea*	P/S	P/S	P/S
Republic of Moldova	–	S	S
Romania	–	S	S
Russian Federation*	P/S	P/S	P/S
Rwanda	–	–	S
Saint Kitts and Nevis	–	–	S
Saint Lucia**	–	S	S
Saint Vincent and the Grenadines	–	–	S
Samoa	–	–	S
San Marino	–	–	S
Sao Tome and Principe	–	–	–
Saudi Arabia*	–	S	P/S
Senegal†	P/S	–	P/S
Serbia and Montenegro	–	–	S
Seychelles	–	–	S
Sierra Leone	–	–	S
Singapore*	S	S	P/S
Slovakia	–	–	S
Slovenia	–	–	S
Solomon Islands	–	–	S
Somalia	–	–	–
South Africa*	P/S	P/S	P/S
Spain*	P/S	S	P/S
Sri Lanka	–	S	S
Sudan	–	–	S

State or Organization	LC/32	FAL/12	A35
Suriname	–	–	S
Swaziland	–	–	S
Sweden	S	P/S	P/S
Switzerland	S	S	S
Syrian Arab Republic	–	S	S
Tajikistan	–	–	–
Thailand†	S	S	S
The former Yugoslav Republic of Macedonia	–	–	S
Togo†	–	S	P/S
Tonga	–	S	S
Trinidad and Tobago	–	–	S
Tunisia**	S	S	S
Turkey†	P/S	P/S	P/S
Turkmenistan	–	–	S
Uganda	S	S	S
Ukraine†	–	S	P/S
United Arab Emirates	S	S	S
United Kingdom*	S	S	P/S
United Republic of Tanzania†	P	S	P/S
United States*	S	P/S	P/S
Uruguay†	–	S	S
Uzbekistan	–	S	S
Vanuatu	–	–	S
Venezuela†	–	P/S	P/S
Viet Nam	–	–	S
Yemen	–	S	S
Zambia	–	S	S
Zimbabwe	–	S	–
Observers			
Palestine	–	O	O
International Organizations			
Aeronautical Radio, Inc. (ARINC)	–	–	O
African Civil Aviation Commission (AFCAC)	–	O	O
Agency for Air Navigation Safety in Africa and Madagascar (ASECNA)	–	–	O
Airports Council International (ACI)	–	–	O
Arab Civil Aviation Commission (ACAC)	–	–	O
Association of Caribbean States (ACS)	–	–	O
Aviation Working Group (AWG)	O	–	O
Central American Corporation for Air Navigation Services (COSECNA)	–	–	O
Economic and Monetary Union of West Africa (UEMOA)	–	–	O
Economic Commission for Africa (ECA)	–	–	O

State or Organization	LC/32	FAL/12	A35
European Civil Aviation Conference (ECAC)	–	○	○
European Community (EC)	○	○	○
European Organisation for the Safety of Air Navigation (EUROCONTROL)	○	–	○
Flight Safety Foundation (FSF)	–	○	–
International Air Transport Association (IATA)	○	○	○
International Association of Institutes of Navigation (IAIN)	–	–	○
International Business Aviation Council (IBAC)	–	○	○
International Coalition for Sustainable Aviation (ICSA)	–	○	–
International Coordinating Council of Aerospace Industries Associations (ICCAIA)	–	–	○
International Council of Aircraft Owner and Pilot Associations (IAOPA)	○	○	○
International Federation of Airline Pilots' Association (IFALPA)	○	○	○
International Federation of Helicopters Associations (IFHA)	–	○	○
International Law Association (ILA)	○	–	–
International Maritime Organization (IMO)	–	○	○
International Transport Workers' Federation (ITF)	○	–	○
International Union of Aviation Insurers (IUAI)	○	–	○
Interstate Aviation Committee (IAC)	–	○	○
Latin American Civil Aviation Commission (LACAC)	○	○	○
Office of the United Nations High Commissioner for Refugees (UNHCR)	–	○	–
Société Internationale de Télécommunications Aéronautiques (SITA)	–	○	–
The International Air Cargo Association (TIACA)	–	○	○
United Nations Framework Convention on Climate Change (UNFCCC)	–	–	○
World Bank	–	–	○
World Customs Organization (WCO)	–	○	–
World Health Organization (WHO)	–	○	–
World Tourism Organization	–	○	○

APPENDIX 6. SALEABLE PUBLICATIONS ISSUED IN 2004

Note 1.— Information on Annexes and PANS is shown in Appendix 2.

Note 2.— The publications listed below may not yet be available in all language versions. For the number of languages in which a publication is issued and the availability of those language versions, please refer to the Catalogue of ICAO Publications and Audio-visual Training Aids, either the hard copy and monthly supplements or online at <http://www.icao.int>.

NEW PUBLICATIONS

Circulars

- 302 — Human Factors Digest No. 16 — Cross-Cultural Factors in Aviation Safety
- 303 — Operational Opportunities to Minimize Fuel Use and Reduce Emissions
- 304 — Outlook for Air Transport to the Year 2015
- 305 — Operation of New Larger Aeroplanes at Existing Aerodromes

Digests

- Digest of Statistics No. 503 — Civil aircraft on register, 2001
- Digest of Statistics No. 517 — Financial data — Commercial air carriers, 2002
- Digest of Statistics No. 518 — Traffic by flight stage, 2002

Documents

- 7474 — Air Navigation Plan — Africa-Indian Ocean Region (Basic ANP and FASID)
- 9643 — Manual on Simultaneous Operations on Parallel or Near-Parallel Instrument Runways (SOIR)
- 9791 — Report and Minutes of the Executive Committee, Assembly — 33rd Session
- 9816 — Manual on VHF Digital Link (VDL) Mode 4
- 9826 — Annual Report of the Council — 2003
- 9828 — Report of the 11th Air Navigation Conference
- 9829 — Guidance on the Balanced Approach to Aircraft Noise Management
- 9830 — Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual
- 9832 — Report of the 32nd Session of the Legal Committee
- 9835 — Manual on the Implementation of ICAO Language Proficiency Requirements
- 9836 — Report of the Sixth Meeting of the Committee on Aviation Environmental Protection (CAEP)
- 9838 — Report of the Twelfth Session of the Facilitation Division

CD-ROMs

ICAO Template Air Services Agreements, 2004 Edition

Databases

Database of the World's Air Services Agreements, 2004 Edition (Doc 9511)

UPDATED EDITIONS

Documents

Airport Characteristics Data Bank (ACDB) (7 volumes)

6685 — Rules for Registration with ICAO of Aeronautical Agreements and Arrangements

7100 — Tariffs for Airports and Air Navigation Services, 2003 Edition

7231 — ICAO Publications Regulations

7383 — Aeronautical Information Services Provided by States

7910 — Location Indicators (issued quarterly)

8585 — Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services (issued quarterly)

8643 — Aircraft Type Designators

8896 — Manual of Aeronautical Meteorological Practice

9082 — ICAO's Policies on Charges for Airports and Air Navigation Services

9157 — Aerodrome Design Manual, Part 4 — Visual Aids

9284 — Technical Instructions for the Safe Transport of Dangerous Goods by Air

9481 — Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods

9501 — Environmental Technical Manual on the Use of Procedures in the Noise Certification of Aircraft

9625 — Manual of Criteria for the Qualification of Flight Simulators

9684 — Manual on the Secondary Surveillance Radar (SSR) Systems

9688 — Manual on Mode S Specific Services

9731 — International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume II — Mission Co-ordination

9766 — Handbook on the International Airways Volcano Watch (IAVW)

CD-ROMs

Air Traffic Management, 2004 Edition

Annexes to the Convention on International Civil Aviation — 2004 Edition

Tariffs for Airports and Air Navigation Services, 2003 Edition

APPENDIX 7. NATIONAL DISTRIBUTION OF PROFESSIONAL CATEGORY STAFF AS OF 31 DECEMBER 2004

COUNTRY	LEVEL									TOTAL	Translators and Interpreters	Other personnel
	SG	DIR	PO	P-5	P-4	P-3	P-2	P-1				
Afghanistan	-	-	-	-	-	-	-	-	-	-	-	-
Albania	-	-	-	-	-	-	-	-	-	-	-	-
Algeria	1	-	1	-	-	-	-	-	-	2	-	2
Andorra	-	-	-	-	-	-	-	-	-	-	-	-
Angola	-	-	-	-	-	1	-	-	-	1	-	1
Antigua and Barbuda	-	-	-	-	-	-	-	-	-	-	-	-
Argentina	-	-	-	-	4	2	-	-	-	6	3	3
Armenia	-	-	-	-	-	-	-	-	-	-	-	-
Australia	-	-	-	2	4	-	-	-	-	6	-	6
Austria	-	-	-	-	1	-	-	-	-	1	1	-
Azerbaijan	-	-	-	-	-	-	-	-	-	-	-	-
Bahamas	-	-	-	-	-	-	-	-	-	-	-	-
Bahrain	-	-	-	1	-	-	-	-	-	1	-	1
Bangladesh	-	-	-	-	-	-	-	-	-	-	-	-
Barbados	-	-	-	-	-	-	-	-	-	-	-	-
Belarus	-	-	-	-	-	-	-	-	-	-	-	-
Belgium	-	-	-	-	2	-	-	-	-	2	1	1
Belize	-	-	-	-	-	-	-	-	-	-	-	-
Benin	-	-	-	-	-	-	-	-	-	-	-	-
Bhutan	-	-	-	-	-	-	-	-	-	-	-	-
Bolivia	-	-	-	-	1	-	-	-	-	1	-	1
Bosnia and Herzegovina	-	-	-	-	-	-	-	-	-	-	-	-
Botswana	-	-	-	-	1	-	-	-	-	1	-	1
Brazil	-	-	-	1	3	2	-	-	-	6	-	6
Brunei Darussalam	-	-	-	-	-	-	-	-	-	-	-	-
Bulgaria	-	-	-	-	2	-	-	-	-	2	-	2
Burkina Faso	-	-	-	1	-	-	-	-	-	1	-	1
Burundi	-	-	-	-	-	-	-	-	-	-	-	-
Cambodia	-	-	-	-	-	-	-	-	-	-	-	-
Cameroon	-	-	-	-	3	-	-	-	-	3	2	1
Canada	-	-	2	6	20	15	14	-	-	57	16	41
Cape Verde	-	-	-	-	-	-	-	-	-	-	-	-
Central African Republic	-	-	-	-	-	-	-	-	-	-	-	-
Chad	-	-	-	-	-	-	-	-	-	-	-	-
Chile	-	-	1	1	-	-	-	-	-	2	-	2

COUNTRY	LEVEL									TOTAL	Translators and Interpreters	Other personnel
	SG	DIR	PO	P-5	P-4	P-3	P-2	P-1				
China	—	—	—	1	6	4	—	—	11	7	4	
Colombia	—	—	—	—	3	—	—	—	3	1	2	
Comoros	—	—	—	—	—	—	—	—	—	—	—	
Congo	—	—	—	—	—	—	—	—	—	—	—	
Cook Islands	—	—	—	—	—	—	—	—	—	—	—	
Costa Rica	—	—	—	—	1	1	—	—	2	—	2	
Côte d'Ivoire	—	—	—	—	—	1	—	—	1	—	1	
Croatia	—	—	—	—	—	—	—	—	—	—	—	
Cuba	—	1	—	—	1	—	—	—	2	—	2	
Cyprus	—	—	—	—	—	—	—	—	—	—	—	
Czech Republic	—	—	—	—	—	—	—	—	—	—	—	
Democratic People's Republic of Korea	—	—	—	—	—	—	—	—	—	—	—	
Democratic Republic of the Congo	—	—	—	—	—	—	—	—	—	—	—	
Denmark	—	—	1	1	—	—	—	—	2	—	2	
Djibouti	—	—	—	—	—	—	—	—	—	—	—	
Dominican Republic	—	—	—	—	—	—	—	—	—	—	—	
Ecuador	—	—	—	1	—	—	—	—	1	—	1	
Egypt	—	—	—	1	3	3	—	—	7	4	3	
El Salvador	—	—	—	—	—	—	—	—	—	—	—	
Equatorial Guinea	—	—	—	—	—	—	—	—	—	—	—	
Eritrea	—	—	—	—	—	—	—	—	—	—	—	
Estonia	—	—	—	—	—	—	—	—	—	—	—	
Ethiopia	—	—	—	1	1	—	—	—	2	—	2	
Fiji	—	—	—	1	—	—	—	—	1	—	1	
Finland	—	—	—	1	—	—	—	—	1	—	1	
France	—	1	1	5	9	3	2	—	21	5	16	
Gabon	—	—	—	—	1	—	—	—	1	—	1	
Gambia	—	—	—	—	—	1	1	—	2	—	2	
Georgia	—	—	—	—	—	—	—	—	—	—	—	
Germany	—	—	—	1	4	2	—	—	7	—	7	
Ghana	—	—	—	1	—	1	—	—	2	—	2	
Greece	—	—	—	—	1	—	—	—	1	—	1	
Grenada	—	—	—	—	—	—	—	—	—	—	—	
Guatemala	—	—	—	—	—	—	—	—	—	—	—	
Guinea	—	—	—	—	—	1	—	—	1	—	1	
Guinea-Bissau	—	—	—	—	—	—	—	—	—	—	—	
Guyana	—	—	—	—	—	—	—	—	—	—	—	
Haiti	—	—	—	—	—	—	—	—	—	—	—	
Honduras	—	—	—	—	—	—	—	—	—	—	—	
Hungary	—	—	—	—	—	—	—	—	—	—	—	
Iceland	—	—	—	—	—	—	—	—	—	—	—	
India	—	1	—	1	2	1	—	—	5	—	5	
Indonesia	—	—	—	—	—	—	—	—	—	—	—	
Iran (Islamic Republic of)	—	—	—	—	1	—	—	—	1	—	1	
Iraq	—	—	—	—	—	1	—	—	1	1	—	

COUNTRY	LEVEL					Translators and Interpreters		Other personnel			
	SG	DIR	PO	P-5	P-4	P-3	P-2		P-1	TOTAL	
Ireland	-	-	-	1	1	-	-	-	2	-	2
Israel	-	-	-	-	-	-	-	-	-	-	-
Italy	-	-	-	1	2	-	-	-	3	-	3
Jamaica	-	-	-	-	-	-	-	-	-	-	-
Japan	-	-	-	-	1	2	1	-	4	-	4
Jordan	-	-	-	-	-	1	-	-	1	-	1
Kazakhstan	-	-	-	-	-	-	-	-	-	-	-
Kenya	-	-	-	1	1	-	1	-	3	-	3
Kiribati	-	-	-	-	-	-	-	-	-	-	-
Kuwait	-	-	-	-	-	-	-	-	-	-	-
Kyrgyzstan	-	-	-	-	-	-	-	-	-	-	-
Lao People's Democratic Republic	-	-	-	-	-	-	-	-	-	-	-
Latvia	-	-	-	-	-	-	-	-	-	-	-
Lebanon	-	-	-	-	-	1	-	-	1	1	-
Lesotho	-	-	-	1	-	-	-	-	1	-	1
Liberia	-	-	-	-	-	-	-	-	-	-	-
Libyan Arab Jamahiriya	-	-	-	-	-	-	-	-	-	-	-
Lithuania	-	-	-	-	-	-	-	-	-	-	-
Luxembourg	-	-	-	-	-	-	-	-	-	-	-
Madagascar	-	-	-	-	-	-	-	-	-	-	-
Malawi	-	-	-	-	-	-	-	-	-	-	-
Malaysia	-	-	1	-	1	-	-	-	2	-	2
Maldives	-	-	-	-	-	-	-	-	-	-	-
Mali	-	-	-	-	1	-	-	-	1	-	1
Malta	-	-	-	-	-	-	-	-	-	-	-
Marshall Islands	-	-	-	-	-	-	-	-	-	-	-
Mauritania	-	-	-	-	-	-	-	-	-	-	-
Mauritius	-	-	-	-	2	-	-	-	2	-	2
Mexico	-	-	-	1	2	-	1	-	4	1	3
Micronesia (Federated States of)	-	-	-	-	-	-	-	-	-	-	-
Monaco	-	-	-	-	-	-	-	-	-	-	-
Mongolia	-	-	-	-	-	-	-	-	-	-	-
Morocco	-	1	-	-	1	-	-	-	2	-	2
Mozambique	-	-	-	-	-	-	-	-	-	-	-
Myanmar	-	-	-	-	-	-	-	-	-	-	-
Namibia	-	-	-	-	-	-	-	-	-	-	-
Nauru	-	-	-	-	-	-	-	-	-	-	-
Nepal	-	-	1	-	1	-	-	-	2	-	2
Netherlands	-	-	1	-	2	-	-	-	3	-	3
New Zealand	-	-	-	-	2	-	-	-	2	-	2
Nicaragua	-	-	-	-	-	-	-	-	-	-	-
Niger	-	-	1	-	1	1	-	-	3	-	3
Nigeria	-	-	-	-	3	-	-	-	3	-	3
Norway	-	-	-	-	-	-	-	-	-	-	-
Oman	-	-	-	-	-	-	-	-	-	-	-

COUNTRY	LEVEL									TOTAL	Translators and Interpreters	Other personnel
	SG	DIR	PO	P-5	P-4	P-3	P-2	P-1				
Pakistan	-	-	-	1	-	-	-	-	-	1	-	1
Palau	-	-	-	-	-	-	-	-	-	-	-	-
Panama	-	-	-	-	1	1	-	-	-	2	-	2
Papua New Guinea	-	-	-	-	-	-	-	-	-	-	-	-
Paraguay	-	-	-	-	-	-	-	-	-	-	-	-
Peru	-	-	-	-	1	-	1	-	-	2	-	2
Philippines	-	-	-	-	-	-	-	-	-	-	-	-
Poland	-	-	-	-	1	-	-	-	-	1	-	1
Portugal	-	-	1	-	-	-	1	-	-	2	-	2
Qatar	-	-	-	-	-	-	-	-	-	-	-	-
Republic of Korea	-	-	-	-	-	-	-	-	-	-	-	-
Republic of Moldova	-	-	-	-	-	-	-	-	-	-	-	-
Romania	-	-	-	-	1	-	-	-	-	1	-	1
Russian Federation	-	-	2	2	15	4	-	-	-	23	16	7
Rwanda	-	-	-	-	-	-	-	-	-	-	-	-
Saint Kitts and Nevis	-	-	-	-	-	-	-	-	-	-	-	-
Saint Lucia	-	-	-	1	-	-	-	-	-	1	-	1
Saint Vincent and the Grenadines	-	-	-	-	-	-	-	-	-	-	-	-
Samoa	-	-	-	-	-	-	-	-	-	-	-	-
San Marino	-	-	-	-	-	-	-	-	-	-	-	-
Sao Tome and Principe	-	-	-	-	-	-	-	-	-	-	-	-
Saudi Arabia	-	-	-	-	-	-	-	-	-	-	-	-
Senegal	-	-	-	1	1	-	-	-	-	2	-	2
Serbia and Montenegro	-	-	-	2	-	-	-	-	-	2	-	2
Seychelles	-	-	-	-	-	-	-	-	-	-	-	-
Sierra Leone	-	-	-	-	-	-	-	-	-	-	-	-
Singapore	-	-	-	-	-	-	-	-	-	-	-	-
Slovakia	-	-	-	-	1	-	-	-	-	1	-	1
Slovenia	-	-	-	-	-	-	-	-	-	-	-	-
Solomon Islands	-	-	-	-	-	-	-	-	-	-	-	-
Somalia	-	-	-	-	-	-	-	-	-	-	-	-
South Africa	-	-	-	-	3	-	-	-	-	3	-	3
Spain	-	-	-	2	3	-	-	-	-	5	2	3
Sri Lanka	-	-	-	-	1	-	-	-	-	1	-	1
Sudan	-	-	-	-	2	-	-	-	-	2	1	1
Suriname	-	-	-	-	-	-	-	-	-	-	-	-
Swaziland	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	-	-	1	2	-	-	-	-	3	-	3
Switzerland	-	-	-	-	-	-	-	-	-	-	-	-
Syrian Arab Republic	-	-	-	-	1	-	-	-	-	1	1	-
Tajikistan	-	-	-	-	-	-	-	-	-	-	-	-
Thailand	-	-	-	-	-	-	1	-	-	1	-	1
The former Yugoslav Republic of Macedonia	-	-	-	-	-	-	-	-	-	-	-	-
Togo	-	-	-	-	1	-	-	-	-	1	-	1

COUNTRY	LEVEL									TOTAL	Translators and Interpreters	Other personnel
	SG	DIR	PO	P-5	P-4	P-3	P-2	P-1				
Tonga	-	-	-	-	-	-	-	-	-	-	-	-
Trinidad and Tobago	-	-	-	-	-	-	-	-	-	-	-	-
Tunisia	-	-	-	-	1	1	-	-	-	2	-	2
Turkey	-	-	-	-	-	-	-	-	-	-	-	-
Turkmenistan	-	-	-	-	-	-	-	-	-	-	-	-
Uganda	-	-	-	-	-	-	-	-	-	-	-	-
Ukraine	-	-	-	-	1	-	-	-	-	1	1	-
United Arab Emirates	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	-	-	1	2	4	1	-	-	-	8	2	6
United Republic of Tanzania	-	-	1	-	2	-	-	-	-	3	-	3
United States	-	1	2	6	5	2	-	-	-	16	3	13
Uruguay	-	-	-	-	2	1	-	-	-	3	1	2
Uzbekistan	-	-	-	-	-	-	-	-	-	-	-	-
Vanuatu	-	-	-	-	-	-	-	-	-	-	-	-
Venezuela	-	-	-	-	-	1	-	-	-	1	-	1
Viet Nam	-	-	-	-	-	-	-	-	-	-	-	-
Yemen	-	-	-	-	-	-	-	-	-	-	-	-
Zambia	-	-	-	-	-	-	-	-	-	-	-	-
Zimbabwe	-	-	-	-	-	-	-	-	-	-	-	-
TOTALS	1	5	17	50	144	55	23	0		295	70	225

APPENDIX 8. TECHNICAL CO-OPERATION PROJECTS

COUNTRY/REGION LISTINGS

Note.—

- * = Trust Fund and MSA projects over \$500 000;
- ** = UNDP and Government cost-shared projects over \$500 000.

AFGHANISTAN

*Rehabilitation of Kabul International Airport and
Introduction of an Air Traffic Control Service**

Project goal

The objective of this project, which is funded by the World Bank, is to provide ICAO expertise to the Ministry of Civil Aviation and Tourism (MOCAT) for the introduction of civil air traffic control and the implementation of priority rehabilitation/improvement measures to equip Kabul International Airport for the expected growth in international and domestic operations. This will be achieved through the procurement and installation of essential aeronautical meteorology, communications and radio navigation aid, and equipment for airside airport operations, ground handling and the terminal building. Expert assistance in the field will be provided in air traffic management, aeronautical communications, air traffic control and training. This project began in 2003 and has an expected duration of 2 years.

Progress of the project

In cooperation with the Combined Forces Air Component Commander (CFACC) and the Air Force Contract Augmentation Programme (AFCAP), preparations were made to upgrade the Kabul Flight Information Centre to a procedural Area Control Centre (ACC); letters of agreement between Kabul and adjacent ACCs were signed. A new direct route, Kandahar-Rahim Yar Khan, in line with the Middle East Air Navigation Plan (ANP), was planned and implemented. Runway overlay and installation of above-ground level (AGL) lights progressed. Instrument landing system/distance measuring equipment (ILS/DME) and Doppler VHF omnidirectional radio range/distance measuring equipment (DVOR/DME) installations were completed and flight checked, and approach charts were published. Very Small Aperture Terminal (VSAT) communication was strengthened and continued to function well between Kabul/Herat/Mazar-I-Sharif/Kandahar/Karachi/Lahore/Tashkent, and the Aeronautical Fixed Telecommunication Network (AFTN) was upgraded. Procurement of communications equipment for Kabul and 15 domestic airports progressed.

Project achievements

Implementation of part of the immediate requirements of MOCAT for the rehabilitation of Kabul International Airport was achieved and air traffic control services were reintroduced in most areas in Afghanistan. During the year, the provision of expert assistance by ICAO and the procurement and installation of some of the necessary equipment through this project continued to improve air navigation facilities in accordance with ICAO Standards in preparation for the expected growth in domestic and international operations.

AFGHANISTAN

Technical Cooperation to Afghanistan (Civil Aviation Master Plan)

Project goal

The objective of this project, funded by the Asian Development Bank (ADB), is to ensure that the sector-wide strategy for development of civil aviation in Afghanistan reflects the future needs of air transport, meets current ICAO regulatory, technical and operational requirements and incorporates efficient organization and management principles. This project began in 2004 and has an expected duration of 3 months.

Progress of the project

A team of 7 ICAO experts in various civil aviation fields undertook a mission to Afghanistan to prepare a Civil Aviation Master Plan (CAMP) and a related implementation programme for the development of civil aviation up to 2013; these were reviewed at ICAO Headquarters and submitted to both the ADB and MOCAT.

Project achievements

The development of the CAMP has enabled the Government of Afghanistan to plan for major infrastructure investments and human resource upgrading.

ARGENTINA

*CNS Project in Argentina for the Investment of New Basic Systems**

Project goals

The objectives of this project, which is funded by the Government of Argentina, is to assist the Government in the implementation of CNS services according to the Caribbean and South American (CAR/SAM) Facilities and Services Implementation Document (FASID). The project began in 2004 with an expected duration of 2 years.

Progress of the project

Project activities focussed on the procurement and installation of an Aeronautical Message Handling System (AMHS) in the area of Aeronautical Telecommunication Network (ATN), and on ensuring that the equipment is in compliance with ICAO SARPs and with the recommendations of the Caribbean and South American Regional Planning and Implementation Group (GREPECAS).

Project achievements

The implementation of this project facilitated the modernization of equipment for the implementation of CNS/ATM systems in Argentina. Significant progress was achieved in the area of communications and radio navigation aids, enabling the Administration to rectify deficiencies identified in both the Regional and National Air Navigation Plans. The equipment purchased upgraded the ground communication stations for the CNS/ATM systems, enabling the migration from the Aeronautical Fixed Telecommunication Network (AFTN) to the AMHS.

ARGENTINA

*Strengthening of the Comando de Regiones Aéreas**

Project goal

The objective of this project, which is funded by the Government of Argentina, is to provide the national component for administrative personnel and national professionals, procure equipment, provide national and international training of staff from Comando de Regiones Aéreas de Argentina, as well as other activities that may be deemed necessary to support the aeronautical authorities in complying with their responsibilities. The project started in 2003 with an expected duration of 5 years.

Progress of the project

Project activities concentrated on the recruitment of civil aviation experts and administrative support staff for the Comando de Regiones Aéreas, including 120 national professionals and technical experts in the areas of operations, inspections, airline inspections, safety oversight, continuing airworthiness, personnel licensing, airport security, aircraft accident investigation and prevention, aerodromes, civil aviation law, civil engineering, engineering surveillance, synoptic meteorology, meteorological observation and atmospheric sciences.

Project achievements

The ongoing implementation of this project allowed the Comando de Regiones Aéreas of Argentina to develop and retain a workforce of qualified administrative and technical national civil aviation personnel.

BOLIVIA

*Safety Oversight and Air Navigation**

Project goal

The objective of this project, funded by the Government of Bolivia, is to enable the Directorate General of Civil Aviation (DGCA) to continue to efficiently perform its safety oversight responsibilities and to strengthen the Air Navigation Unit and the National Institute of Civil Aviation Aeronautics. The project began in 2004 with an expected duration of 5 years.

Progress of the project

The project document and respective agreement on technical cooperation were signed in late 2004 and project operations are expected to begin in 2005 pending the mobilization of the necessary resources by the Government of Bolivia.

BOLIVIA

*Flight Safety and Air Transport**

Project goal

The objective of this project, which is funded entirely by the Government of Bolivia, is to maintain the capability of the Directorate General of Civil Aviation (DGCA) to efficiently carry out its safety oversight responsibilities at the national level and to strengthen the Air Transport Unit. This project started in 2002 and has a planned duration of 36 months.

Progress of the project

DGCA staff received 469 work-hours of training through training courses, workshops and seminars in the fields of operations, airworthiness, personnel licensing, air navigation, management, legal and information technology. Thirteen fellowships were awarded to DGCA staff in the areas of operations, airworthiness, air navigation and aviation security. The Civil Aeronautics Act of Bolivia was promulgated and published. Also developed and approved were an Air Navigation Manual, an Air Navigation Inspector Guidance Manual, an Air Traffic Services Procedures Manual, and a Flight Procedures Design Manual. Bolivian Aeronautical Regulation (RAB) 91 was updated to comply with Annexes 2 and 11, RAB 139 was amended in accordance with Annex 14 and Doc 9774; and RAB 92 was included in the Bolivian Aeronautical Regulations.

Project achievements

The management of technical personnel had a positive impact on the level of staff retention within the DGCA. Comprehensive fellowships training continued to facilitate the transfer of knowledge to technical personnel and national inspectors in the area of safety oversight, providing the appropriate tools for the efficient performance of audits and inspections. International missions undertaken by DGCA staff enhanced the exchange of information in the Latin American Region, facilitating the harmonization of safety regulations and procedures.

BOSNIA AND HERZEGOVINA*Institutional Building of the Department of Civil Aviation*

Project goal

The objective of this project, funded entirely by the European Commission (EC), is to establish an efficient and effective Department of Civil Aviation capable of fulfilling the national, regional and international responsibilities of the State in civil aviation matters in order to ensure the safety, security and regularity of civil aviation to enhance air transport's contribution to the social, economic and cultural development of the country. This project began in 2003 and has an expected duration of 18 months.

Progress of the project

Aviation law determining the establishment of a Directorate General of Civil Aviation (DGCA) for Bosnia and Herzegovina and the appointment of qualified staff was promulgated. Work began on the Air Traffic Management Strategy and detailed aviation regulations (based on Joint Aviation Requirements), procedures and instructions were published. Training in the required aviation disciplines progressed.

Project achievements

The promulgation of primary aviation legislation, which legitimized the establishment of the new DGCA and the appointment of a Director General of Civil Aviation, and the development of specific civil aviation regulations, enabled Bosnia and Herzegovina to comply with its responsibilities under the Chicago Convention and to effectively implement and enforce ICAO SARPs. In addition, the achievement of project objectives facilitated Bosnia and Herzegovina's membership in EUROCONTROL and the Central European Air Traffic Services (CEATS).

BRAZIL*Technical Assistance Project to the Brazilian Company of Airport Infrastructure (INFRAERO) in Airport Planning**

Project goal

The objective of this project, funded by the Government of Brazil through its public airport infrastructure company INFRAERO, is to improve INFRAERO's technical training capabilities, as well as the planning and management of airport infrastructure through the development of airport master plans derived from existing airport development plans. This project began in late 2004 with an expected duration of 12 months.

Progress of the project

Project operations are expected to begin in 2005 subject to the availability of funds.

BRAZIL

*Civil Aviation Research and Training**

Project goal

The objective of this project, which is funded entirely by the Government of Brazil, is to enhance the professional qualifications and research capabilities of the Brazilian civil aviation system through the provision of technical support, human resources, equipment and training. The project began in 2001 and has an expected duration of 5 years.

Progress of the project

Sixty international missions were undertaken by Department of Civil Aviation (DAC) personnel to participate in congresses, symposia and meetings related to project activities. Forty national fellowships and 34 international fellowships were implemented in the fields of airspace engineering, safety, security, and airworthiness. Participation of the Institute of Flight Protection (IPV) and the Institute of Civil Aviation (IAC) in the TRAINAIR Programme continued, including attendance at the Regional TRAINAIR Conference. Efforts continued in the development of Standardized Training Courses and in the upgrading of the training methodology. Staff also took part in several courses and meetings locally and abroad in the field of Air Law. Comprehensive studies were carried out by the Aeronautics Physical Activity Science Institute (NUICAF), which is the entity responsible for the research of human factors in aviation, and were presented at international symposia and congresses. A study on cockpit workload was presented at the 26th Conference of the European Association for Aviation — Psychology (EAAP) in Portugal. A scientific manual on the practice of physical activities by flight crews was developed. A report on the influence of long-haul flights on flight crew performance was prepared for publication. Specialized training was provided and the purchase of the necessary equipment was initiated for the adequate restoration and preservation of the Brazilian civil aviation heritage.

Project achievements

This project enabled the Brazilian civil aviation system to maintain a core staff of qualified safety inspectors and experts, as well as sufficient civil aviation personnel to ensure safe and efficient air transport operations in Brazil. Significant improvement was achieved in human resources development since the start of project activities, and the civil aviation authority offered high-quality training to national personnel at the technical and managerial levels, either in country or abroad. Project activities contributed, in particular, to the development of standardized training material by national civil aviation training institutions participating in the TRAINAIR Programme, and courses in the area of airworthiness, operations and infrastructure are offered to Brazilian nationals and professionals from other regions. Updated technology continued to improve the capabilities of national institutions in the research, planning and development of air transport operations, infrastructure and human factors.

BRAZIL*CNS/ATM System Implementation*

Project goal

The objective of this project, which is financed entirely by the Government of Brazil, is to develop and implement the new CNS/ATM systems in accordance with the Caribbean/South American (CAR/SAM) Regional Implementation Plan and ICAO Standards and Recommended Practices (SARPs). The project began in 2001 and has a planned duration of 5 years.

Progress of the project

Thirty-five international missions were undertaken by the Department of Air Space Control (DECEA) to participate in technical visits, congresses, symposia and meetings. One international fellowship and 2 national fellowships in the field of Air Traffic Services (ATS) were implemented. The participation of Brazilian consultants in national and international activities facilitated the preparation of a National Plan for the implementation of CNS/ATM systems, in accordance with the CAR/SAM Regional Implementation Plan. The following area navigation routes were established: UA 300, UA 304 and UA 314. Training of technical personnel in new technologies for digital transmission by VHF was accomplished and telecommunication infrastructure based on digital technology was implemented. Implementation of the World Geodetic System (WGS) in Brazil was completed. Implementation of the Aeronautical Information System (SISNOTAM) in Uruguay, which was also offered to other States in the CAR/SAM Region, was completed. The Air Navigation Management Centre (CGNA) for the management of air traffic was established at São José dos Campos, Brazil. The CAR/SAM Monitoring Agency (CARSAMMA) was established for the collection of data and safety assessment information and the monitoring of all aspects of horizontal and vertical navigation performance in CAR/SAM airspace.

Project achievements

Considerable progress was made in the implementation of CNS/ATM systems. This project has provided DECEA with the capability of developing and maintaining a workforce of qualified national professionals and experts dedicated to the implementation of the systems. The available expertise proved to be essential in the preparation of the National CNS/ATM Implementation Plan. Significant improvements were also realized in the management of air traffic in Brazil with the establishment of the CGNA through this project. Another important step in the CNS/ATM implementation process was achieved with the implementation of the WGS-84 in Brazil. A significant benefit for the CAR/SAM Region in general was the establishment of the CARSAMMA, which will ensure the monitoring of the reduced vertical separation minima (RVSM) in the CAR/SAM airspace to be introduced as of 20 January 2005.

COLOMBIA

*Development and Modernization of the Aeronautical and Airport Infrastructure and Institutional Strengthening of AEROCIVIL ***

Project goal

The objectives of this project, funded entirely by the Government of Colombia, are to enhance safety oversight capabilities by developing, upgrading and implementing safety National Aeronautical Safety Regulations and Procedures in compliance with ICAO Standards and Recommended Practices (SARPs) as may be required; modernize and expand the telecommunications infrastructure, air navigation aids, radar surveillance, air navigation services, firefighting and search and rescue services, and airport aids and services, and procure the necessary equipment; optimize the provision of airport services and ensure airport security; develop national environmental policies in compliance with international Standards and enhance the technical capabilities of aeronautical personnel through training programmes and the recruitment of experts; improve the activities of the Centre of Aeronautics Studies and modernize its equipment and infrastructure; and optimize institutional capability as well as ensure management's response to the country's needs and the Government's priorities. The project began in 2002 and has an expected duration of 53 months.

Progress of the project

Project activities included the purchase of a primary surveillance radar/secondary surveillance radar system and equipment for Carepa Airport and spare parts for distance measuring equipment (DME), instrument landing system (ILS) and other related equipment. A master plan was also revised for La Palestina Airport in the region of Manizales.

Project achievements

The acquisition of state-of-the-art air navigation aids through this project allowed the civil aviation authorities to achieve full control of the airspace across the territory of Colombia, enabling a more efficient use of the airspace and ensuring that air navigation services were provided in accordance with applicable international Standards.

COMMONWEALTH OF INDEPENDENT STATES

Development of Operational Safety and Continuing Airworthiness in the CIS

Project goal

This project is a cooperative agreement between the States of the Commonwealth of Independent States (CIS); namely, Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan. The project is to be implemented within the framework of the fund established by the CIS, Airbus, the Boeing Company, General Electric, the European Commission,

the Ilyushin Aviation Complex and the Interstate Aviation Committee. The aim of the project is to enhance flight safety and efficiency of air transport operations by establishing a regional flight safety training/advisory centre at the Interstate Aviation Committee and to provide assistance to participating States in overcoming deficiencies in flight safety oversight capabilities and certification, in compliance with ICAO's Standards and Recommended Practices (SARPs). The project will enhance flight safety oversight capabilities by training national inspectors and harmonizing national aeronautical legislation as may be required. The project began in 2001 and has an expected duration of 5 years.

Progress of the project

The project focussed on the development of common civil aviation regulations in compliance with ICAO SARPs for adoption by participating States. Civil aviation regulations were developed, in line with the Joint Aviation Requirements, JAR-OPS 1 (Aeroplanes), with support from Airbus; these regulations were introduced in Armenia, Azerbaijan, Belarus, Kazakhstan, Kyrgyzstan, the Russian Federation, Tajikistan, Turkmenistan and Uzbekistan. Also developed was a manual on model regulations for personnel licensing, financed by the Boeing Company; these regulations were introduced in Belarus and the Russian Federation. In cooperation with Airbus, work began on the development of new aviation regulations on the basis of JAR-OPS 3 (Helicopters). The 3rd International Flight/Practical Conference, dedicated to the 60th Anniversary of ICAO, was held in the ICAO/IAC Training/Advisory Centre in Moscow. Specialists from 17 States, 14 airlines, 6 scientific and educational institutions and 3 international organizations took part. The positive practice of holding joint Airbus, Boeing Company, FAA, and IAC seminars continued and 13 seminars and 3 international conferences were held within this framework with over 700 specialists participating. In September, the Council on Aviation and Airspace Use of the Directors General of Civil Aviation of the CIS approved the work realized under this project and presented information on the project to the 35th Session of the ICAO Assembly.

Project achievements

The improvement of the safety oversight capabilities of the CIS continued to progress; the approach taken by this project proved to be the most economical and effective solution for the harmonization of safety-related regulations in the region, in compliance with ICAO SARPs. Success was obtained with the adoption by participating States of these regulations particularly in the areas of operations and personnel licensing. Project activities continued to take into consideration the results of USOAP audits conducted in these countries, as well as aircraft accident investigations carried out by the Interstate Aviation Committee, contributing significantly to the rectification of identified deficiencies.

CUBA

Modernization of the Aviation Training Centre of Cuba

Project goal

The objective of this project, funded by the Government of Cuba, is to provide assistance in the modernization of infrastructure and equipment of the Aviation Training Centre (CAA) of Cuba, with the installation of an ATC simulator and radar equipment for training air traffic control personnel and

the upgrading of training programmes in order to respond to training requirements for increased air operations and for the implementation of CNS/ATM systems. This project began in 2003 with an expected duration of 1 year.

Progress of the project

Efforts continued towards the mobilization of the necessary resources by the Government of Cuba. Project operations were expected to begin in 2005.

DOMINICAN REPUBLIC

*Strengthening of the Air Traffic Services of the Directorate General of Civil Aviation**

Project goal

The objective of this project, funded by the Government of the Dominican Republic, is to strengthen the air navigation services provided by the Directorate of Civil Aviation in order to improve the safety of air operations. This project, which began in 2002 with a planned duration of 2 years, has been extended through 2005.

Progress of the project

The most important project activity was the procurement of equipment and systems for the new area control centre at the Las Americas International Airport. Consultancy services were also provided for a study on the feasibility of upgrading air navigation equipment, including new radar systems, at Punta Cana Airport.

Project achievements

The implementation of this project continued to assist the Government of the Dominican Republic in the modernization of its air navigation systems. The establishment of the new area control centre had a significant impact on the improvement of air traffic control operations in the country.

ECUADOR

*Strengthening of Civil Aviation***

Project goal

The objectives of this project, funded by the Government of Ecuador and the UNDP, are to develop a national air navigation plan in the context of a civil aviation development master plan; advise the Government on the establishment of a concession for the operation of existing and new airports at Quito and Guayaquil; redesign the organizational structure of the DGCA; upgrade its human resource capabilities by the training of staff; and optimize the fulfilment of its safety oversight responsibilities. This project began in 1998 and has a planned duration of 9 years.

Progress of the project

Project activities included the purchase of computer equipment (servers and personal computers), 2 secondary radars for Pastaza and Galapagos Islands, and other minor equipment. An integrated management information system was implemented with a view to automating all processes and procedures under the responsibility of the DGCA. Comprehensive training programmes, seminars and workshops were also provided in the areas of aircraft accident prevention, aerodromes, flight simulation, aircraft maintenance, air transport planning, maintenance of radar systems, analysis and interpretation of satellite images, aviation medicine, aviation law, operational meteorology, government inspector training, on-the-job training (Airbus), aerodrome operations planning and development of instrument approach procedures.

Project achievements

The establishment of the new management and information systems has allowed the civil aviation authorities to better discharge their responsibilities under the recently introduced organizational structure. Training provided through the project continued to enhance the capabilities of national civil aviation personnel in a variety of fields. The installation of the secondary radars improved the efficiency and reliability of air navigation services in the country.

EQUATORIAL GUINEA

*Reinforcement of National and Institutional Capacity in Civil Aviation***

Project goal

The objectives of the project, which is funded by UNDP and the Government of Equatorial Guinea, are to develop comprehensive aeronautical regulations for Equatorial Guinea and to establish a unit for the inspection of operations and airworthiness of aircraft and for the licensing of aircraft and flight operations personnel. The project also includes the provision of direct operational assistance in various fields, such as airline operations, aerodromes, NAVAIDS maintenance and electrical engineering, as well as the training of civil aviation personnel and the preparation of a Master Plan for the development of civil aviation. This project began in 2004 and has an expected duration of 4 years.

Progress of the project

Project operations commenced at the end of 2004 with the recruitment of a project coordinator. The main project activities to date included follow-up on and clarification of project implementation related to agreements between the Government and UNDP, the revision of the project document and the preparation of a revised project work plan.

Project achievements

Due to the recent start of project activities, there were no relevant project achievements to report at this time for 2004.

GREECE

*Assistance to Civil Aviation**

Project goal

The objective of this project, funded entirely by the Government of Greece, is to further develop and enhance the capability of the Hellenic Civil Aviation Authority (HCAA) to provide safe, efficient and cost-effective aviation services to recognized safety standards and to regulate flight safety functions. This project, which began in 2000 with a planned duration of 3 years, has been extended to June 2005.

Progress of the project

The HCAA approved new airworthiness, operational and administrative manuals and began the change to EASA-145 from JAR-145. Four airworthiness inspectors received on-the-job training by the ICAO airworthiness inspector. In cooperation with ICAO project staff, the efficiency of the HCAA was enhanced with the establishment of a local area network and an electronic examination facility, as well as the development of a new policy procedures manual for the licensing department, a flight crew examiners' manual and surveillance programmes.

Project achievements

Although substantial improvements were achieved in 2004, project implementation was progressing slowly due to the changing environment in upper level management and the fact that new primary aviation law — Presidential Decree 57 — was still being modified and was not yet signed into law. The proposed changes are necessary to allow qualification and staffing requirements to meet international Standards. Through the project, HCAA began the recruitment of national professional project staff in the fields of flight operations, airworthiness and cabin inspection. Additionally, surveillance continued to improve with a view to achieving full compliance with ICAO SARPs.

INDIA

Goa International Airport Feasibility Study

Project goal

The objective of this project, funded entirely by the Government of the State of Goa, India, is to provide assistance to the Government in the preparation of a feasibility study for the construction of an international airport for Goa at a new site. The objective of the study is to prepare a project for an airport that is technically and operationally sound and safe, as well as financially and economically viable. The study will cover the subjects of the assessment of the selected airport site from operational, technical and access considerations, air traffic forecasts, air navigation including air traffic control, navigation and communication aids, aeronautical meteorology, air-side facilities (runways, etc.), air-side ground services and facilities, terminal facilities (passenger and cargo), land-side facilities, a preliminary airport layout plan for phased development, navigation aids plan

and buildings concept plans, and environmental, financial and economic analyses. This project began in 2004 and has an expected duration of 8.5 months.

Progress of the project

The tendering process was completed and a subcontract was issued for the preparation of the feasibility study.

Project achievements

Once the feasibility study for the new airport was completed, the Government of Goa was able to evaluate the recommendations regarding the future airport site and related investments.

INDIA

*Hyderabad International Airport Limited
Aeronautical Study*

Project goal

The objective of this project, funded by the Hyderabad International Airport Limited (HIAL), is to conduct an aeronautical study on the effect of the proposed control tower and other obstacles on the planned new Hyderabad International Airport. The project began in 2004 and has an expected duration of 1 month.

Progress of the project

The technical cooperation expert was fielded and completed the preparation of the aeronautical study. The report was reviewed and finalized at ICAO Headquarters and subsequently submitted to the HIAL. A follow-up technical cooperation mission to Hyderabad was undertaken in late 2004 to determine possible future ICAO involvement in the development of the airport.

Project achievements

The report has allowed HIAL to evaluate the effect of the proposed control tower and other obstacles at the planned new Hyderabad International Airport site.

INDONESIA

*Upgrading of Flight Operations Surveillance***

Project goal

This project, funded by the Government of Indonesia and the UNDP, aims at assisting the Government in upgrading its flight operations surveillance capability through the creation of a flight operations inspection body within the Directorate General of Air Communications and by training a principal operations inspector. This will enable the Directorate to define and harmonize national

flight operations standards and assist air operators in their proper application. This project began in 1997 with an expected duration of 7 years.

Progress of the project

The flight operations expert/chief technical adviser (CTA) conducted training courses for principal operations inspectors on check pilot programme and designated representative requirements, and surveillance. The CTA completed his assignment in 2004.

Project achievements

This project resulted in the enhancement of the flight operations oversight capabilities of the Directorate General of Air Communications and the development of a core of qualified operations inspectors.

INDONESIA

*Strengthening of Aviation Maintenance and Safety Standards***

Project goal

The objective of this project, which is funded by the Government of Indonesia and the UNDP, is to assist the Government in the improvement of its airworthiness surveillance capability by upgrading and strengthening the capability of the Directorate General of Air Communications to monitor and enforce aircraft maintenance safety standards. This project, which began in 1997 with an expected duration of 3 years, was extended through 2004.

Progress of the project

Thirty-three inspectors from the Sub-Directorates of Standards, Maintenance, Engineering and Manufacturing completed a training course on audit and surveillance procedures conducted by the airworthiness expert/chief technical adviser (CTA). The CTA completed his assignment in 2004.

Project achievements

Significant improvement was realized in the development of the oversight capabilities of the Directorate of Air Communications of Indonesia in the area of airworthiness. Airworthiness inspectors trained through the project form a core of qualified professionals who will help ensure the country's compliance with ICAO airworthiness requirements.

INDONESIA

Flight Safety Enhancement through Technical Competency Training and Certification of Airport and Airways Facilities Maintenance Technicians — Phase I

Project goal

The objective of this project, funded by the Government of Indonesia and the UNDP, is to enhance flight safety by providing more reliable navigational support for air transport operations. Sustainable development of human resources within the civil aviation subsector will be supported by the enhancement of the technical capabilities of the personnel responsible for the operation and maintenance of airport and airways facilities, through the implementation of the Technical Competency Training and Certification (TCC) Programme. This project, which began in 1998 with an expected duration of 3 months, was extended through 2004.

Progress of the project

An aerodrome certification consultant was assigned to assess the current regulatory framework, organizational structure and staff resource capabilities in regard to aerodrome matters and to recommend changes, as necessary, to regulations dealing with minimum aerodrome standards for Indonesian international and domestic aerodromes. The expert also provided assistance to the Directorate General of Civil Aviation (DGCA) in the development of operational procedures and guidance material with regard to aerodrome certification and surveillance, as well as in the development of aerodrome manuals. Infrastructure, facilities and procedures inspections were carried out at Jakarta and Bali Airports. An aviation security expert was fielded to assess the aviation security responsibilities and enforcement procedures at national and airport levels, to review the status of aviation security equipment at the 2 principal international airports, to assist in the preparation of the airport contingency plans, and to review the national aviation security programme in accordance with Annex 17. Training was also provided to AVSEC national instructors and assistance was given in the development of a national aviation security training programme. An air traffic services consultant reviewed the existing air traffic services (ATS) law, regulations and organizational structure and assessed the quality and adequacy of ATS oversight capabilities.

Project achievements

Requirements for the implementation of the appropriate infrastructure to support aerodrome certification, surveillance and enforcement processes in Indonesia were determined. Recommendations by the ICAO expert and the development of regulations and procedures in accordance with ICAO Standards and Recommended Practices (SARPs) enabled the regulator to apply appropriate SARPs at applicable aerodromes. Significant progress was realized in the area of aviation security with the initial development of a national aviation security programme, the preparation of a formal national programme of audits and inspections, and the determination of specific requirements for airport security equipment and for personnel to be hired and trained to ensure the adequate implementation of airport security programmes. Assistance provided in the area of air traffic services facilitated compliance with ICAO SARPs.

JORDAN

Support to Advanced Civil Aviation Training

Project goal

This project, funded by the Government of Jordan, aims at upgrading and maintaining the capacity of the Queen Noor Civil Aviation Training Centre (QNCATC) to develop human resources to meet the emerging challenges, as well as to provide training in up-to-date technologies. The project will assist QNCATC in continuing its effective participation in and implementation of the worldwide TRAINAIR Programme. The project supports the promotion of the Centre at the regional level. This project, which began in 2000 with an expected duration of 4 years, has been extended through 2004.

Progress of the project

Five fellowships were awarded in the fields of airworthiness, civil aviation administration, training technology and accident investigation. A network server and audio-visual training aids were purchased. The Centre obtained the ISO (9001-2000) quality management system certificate for the purpose of establishing and continuously reviewing the objectives of the training courses.

Project achievements

The upgrading of the QNCATC to provide training in up-to-date technologies not only enhanced its capabilities to meet the emerging challenges and requirements of the Jordanian Civil Aviation Authority, but also supported the promotion of the Centre at the regional level as a centre for high-quality training, thereby attracting trainees from other countries.

LAO PEOPLE'S DEMOCRATIC REPUBLIC

Northern Airport Improvement Project

Project goal

This project, funded by the Government of the Lao People's Democratic Republic, aims at assisting the Government and the Asian Development Bank (ADB) in assessing safety and security arrangements and requirements at international and domestic airports. This project began in 2002 with a planned duration of 2 years.

Progress of the project

The Civil Aviation Master Plan (CAMP), prepared by consultants contracted and funded by the ADB to supersede the CAMP prepared by ICAO in 1991, was extensively reviewed by ICAO experts at the request of ADB.

Project achievements

ICAO's assistance in reviewing the updated CAMP ensured its conformity with ICAO's requirements and harmonization with civil aviation policies of neighbouring countries. The CAMP takes into account the significant growth achieved in air transport and civil aviation revenue in the past decade, as well as the improvements that were introduced in airport and air navigation facilities through the previous CAMP developed by ICAO.

LEBANON*Reactivation of the Civil Aviation Safety Centre*

Project goal

The objective of this project, funded by the Government of Lebanon, is to assist the Civil Aviation Safety Centre (CASC) of Lebanon in resuming its activities. CASC was actively involved in providing high-standard training courses to personnel from civil aviation authorities and airlines from all parts of the world before it was forced to close its doors in 1982. Project activities are focussed on assisting the centre in meeting the ICAO requirements for endorsement to provide government safety inspector training on an international basis. This project began in 2004 and has an expected duration of 1 year.

Progress of the project

The project initiated negotiations with interested partners for the financing of the purchase of an Airbus A-320 flight simulator including its installation in the centre and its technical and commercial exploitation according to agreed-upon conditions. A new organizational structure was established for the centre and guidelines, operating rules and procedures were developed in the areas of quality assurance, course development, instructional delivery and scheduling, maintenance of training equipment and facilities, and financial accounting.

Project achievements

The initial implementation of project activities allowed the rehabilitation of the CASC in preparation to obtain ICAO approval of its government inspector training programme. This will enable the centre to provide the skills and knowledge needed by government safety inspectors worldwide to certify an air operator and approved maintenance organization and to instruct other operations and airworthiness inspectors in these duties.

LEBANON*Assistance to the Directorate General of Civil Aviation**

Project goal

The objective of this project, funded by the Government of Lebanon, is to enhance the safety and regularity of air transport and the civil aviation safety oversight capabilities of the Directorate

General of Civil Aviation through the assignment of senior OPAS officers in the fields of flight operations, airworthiness, personnel licensing, airport operations, and search and rescue. The project began in 2004 and has an expected duration of 1 year.

Progress of the project

The project coordinator took up his duties in late 2004 and prepared for the arrival of a team of safety experts, who are expected to begin their assignments in early 2005. Project operations are expected to begin in early 2005 upon the arrival of the OPAS experts.

MALDIVES

Assistance to Maldives Airports Company Ltd.

Project goal

The objective of this project, funded by the Maldives Airports Company Ltd. (MACL), is to provide the services of an ICAO Aviation Security (AVSEC) expert. This project began in 2004 and has a planned duration of 2.5 months.

Progress of the project

The AVSEC expert was fielded and completed an airport aviation security survey. The report was reviewed and finalized at ICAO Headquarters and submitted to MACL.

Project achievements

The recommendations put forward in the report have allowed MACL to adopt or upgrade security measures to more closely adhere to aviation security requirements as stipulated by the Government of the Maldives and by Annex 17 — *Security*.

MEXICO

*Modernization of the Training System of the Aeronautics of Mexico**

Project goal

The objective of this project, funded by the Government of Mexico, is to assist the Government in the modernization of the aeronautical training system and to establish the International Centre for Aeronautical Training of Mexico (CIENAM), envisaging its participation in the ICAO TRAINAIR Programme. This project began in 2004 with an expected duration of 2 years.

Progress of the project

A study was initiated with the objective of presenting the Directorate General of Civil Aviation with a proposal for the administrative, organizational and functional restructuring of the Aeronautical Training System in Mexico, including the feasibility of creating a new aeronautical training centre to incorporate the existing public training centres.

Project achievements

Project operations started in late 2004. Upon completion of the study, it is envisaged that the DGCA will be provided with a strategic plan for 3 to 5 years, which will enable the efficient administration of a variety of training programmes aimed at enhancing the capabilities of the national civil aviation personnel.

NEPAL

Assistance to Royal Nepal Airlines Corporation (RNAC)

Project goal

The objective of this project, funded by RNAC, is to provide assistance to RNAC in the preparatory phase of its restructuring and privatization, including a review of the RNAC's initial proposal and the development of a detailed pre-privatization work plan, as well as the valuation of RNAC assets and the establishment of RNAC's liabilities, business enterprise valuation, transition issues identification, completion of legislative actions required for implementing the restructuring plan and the preparation of a detailed action plan of actual implementation tasks. This project began in 2004 and has an expected duration of 4 months.

Progress of the project

Three international experts in the areas of privatization, airline assets valuation and airline management were fielded and completed their assignments. The respective reports and recommendations were reviewed and finalized at ICAO Headquarters and submitted to RNAC.

Project achievements

The reports have allowed the Government of Nepal and RNAC to decide upon the privatization of the airline and to take the necessary steps for its execution.

OMAN

Civil Aviation Development and Technical Support

Project goal

The objective of this project, funded by the Government of Oman, is to provide ongoing support to the Directorate General of Civil Aviation and Meteorology in matters related to air traffic control,

airport engineering, flight operations and airworthiness, and to contribute to the development of an efficient regulatory agency while encouraging a safe and economically viable air transportation system. This project began in 1993 and had a planned duration of 8 years. However, the project has been extended on a yearly basis at the behest of the DGCA.

Progress of the project

A new Omani Civil Aviation Law was promulgated. The oversight/surveillance programme continued, with target statistics being met, including ongoing re-certification of aircraft operators according to the new regulations developed, and major improvements to operations manuals. Other activities included preparations for and facilitation of an FAA audit and follow-up, the results of which were extremely positive, resulting in the Sultanate of Oman's retention of Category I status. A comprehensive training programme was initiated to provide the required formal recurrent training to national inspectors. A new facility was constructed in Muscat and dedicated exclusively to flight operations. An expansion of the airworthiness section was also undertaken.

Project achievements

The results achieved so far have had significant impact on the improvement of the safety oversight capabilities of the DGCA and the operational structure of the Flight Safety Department. This, in turn, has helped ensure Oman's compliance with ICAO safety-related standards. Progress in the area of operations has allowed the establishment of an effective aircraft operations certification system, which was urgently needed because major fleet acquisitions by Omani operators are planned for the immediate future.

PANAMA

Restructuring of the Civil Aviation Authority and Training

Project goal

The objectives of this project, funded by the Government of Panama, are to review the Civil Aviation Development Plan in support of the new changes in the civil aviation sector and to strengthen the Safety Oversight Programme of the Civil Aviation Directorate (DAC). Following the ICAO Universal Safety Oversight Audit Programme (USOAP) audit, project objectives were expanded to encompass audit-related recommendations and the provision of technical assistance to remedy identified deficiencies. This project, which began in 1999 with a planned duration of 5 years, was extended for 2 years.

Progress of the project

Two ICAO Operational Assistance (OPAS) experts served with the Air Safety Department of the DAC in the areas of operations and airworthiness to ensure compliance with applicable ICAO SARPs. The project also provided support to the DAC through national experts in the information technology and bird strike fields.

Project achievements

The successful implementation of this project allowed for the establishment of a new Flight Safety Department in Panama with significant impact on the improvement of the safety oversight capabilities of the DAC, enabling the rectification of safety deficiencies. The positive results of the OPAS assistance allowed Panama to recover US FAA Category 1 status.

PANAMA*Modernization of CNS Systems*

Project goal

The objective of this project, funded by the Government of Panama, is to assist the Civil Aviation Directorate (DAC) in the updating and implementation of the national plan for the transition to CNS/ATM systems, in accordance with the global air navigation plan, the regional implementation plan for the Caribbean and South American (CAR/SAM) Region and the national air navigation plan, as well as the rules and procedures of ICAO on the subject. This project, which began in 2002 with an expected duration of 1 year, has been extended through 2005.

Progress of the project

Extensive procurement of communications, navigation and meteorological equipment, as well as the purchase of an air conditioning system and electric power generator, were carried out. Project activities also included a provisional site acceptance test; and 60 calendar days were scheduled for the final site acceptance test.

Project achievements

The implementation of this project significantly contributed to the progressive implementation of CNS/ATM system technologies in Panama. Project activities during the year continued to enhance air traffic management functions, enabling a more efficient use of airspace and adequate control in accordance with ICAO SARPs.

PANAMA*Strengthening of the Tocumen International
Airport of Panama**

Project goal

The objectives of this project, funded by Airport International of Tocumen (AIT), are to assist the Government of Panama in the modernization of airport facilities, including the management of projects for the expansion of the airport and the procurement of equipment necessary for its operation and to ensure that airport operations are carried out in accordance with ICAO SARPs. This project began in 2003 and has an expected duration of 2 years.

Progress of the project

Project activities included the purchase of systems and equipment, such as firefighting vehicles and related equipment, a runway and airport platform vacuum sweeper, 22 new boarding bridges and other minor equipment, development of the airport master plan, as well as the expansion and modernization of the passenger building.

Project achievements

The current implementation of the project allowed the rehabilitation and modernization of the passenger facilities at Tocumen International Airport, in particular, the installation of state-of-the-art boarding bridges allowing the Airport Authority to move passengers in a controlled safety zone. The acquisition of the firefighting vehicles has made the airport suitably equipped to meet firefighting requirements.

PARAGUAY

*Support of the National Directorate of Civil Aeronautics***

Project goal

The objective of this project, funded by the Government of Paraguay, is to contribute to the social and economic development of Paraguay with the institutional strengthening and capacity development of the Directorate of Civil Aeronautics (DINAC) to provide air navigation services, as well as the modernization of the air navigation installations in accordance with the Air Navigation Plan. This project began in 2004 with an expected duration of 1 year.

Progress of the project

Efforts were focussed on the mobilization of the necessary financial resources for project implementation.

PERU

Modernization of the Civil Aviation Infrastructure

Project goals: The objective of this project, which is funded by the Government of Peru, is to provide ICAO assistance to the Directorate General of Civil Aviation (DGCA) in the recruitment of international experts, national professionals and technical experts, the provision of specialized training to civil aviation personnel, the purchase of equipment and the participation of DGCA staff in missions, as required, in order for the civil aviation authority to develop its management capabilities in accordance with ICAO Standards for flight safety. The project aims at maintaining a competitive level of remuneration for qualified civil aviation personnel as compared with the aviation industry. The project started in 2002 and has an expected duration of 5 years.

Progress of the project

Project activities included the recruitment of 155 civil aviation experts for the DGCA — 89 national professionals and technical experts for the Flight Safety Direction (operations, airworthiness, aviation security and training centre inspectors) and 66 experts for the General Directorate, Air Traffic Management Department, Airport Facilities Department, Air Navigation Department, Aviation Policies Department, Legal Advisory Office and Administrative Support Office. Professional training was provided in the areas of air navigation, flight simulation, information technology, aviation security, accident prevention, airworthiness, quality assurance, flight safety, aviation management and avionics. A Flight Standards Seminar for Latin American and the Caribbean Civil Aviation Authorities was co-hosted by the DGCA and the United States Federal Aviation Administration (FAA). An action plan is under preparation by the civil aviation authority as a follow-up to the ICAO aviation security audit performed in early 2004.

Project achievements

Significant improvement was realized in human resource development through the provision of specialized training to civil aviation personnel in Peru. In particular, the implementation of this project assisted the DGCA in retaining a team of qualified civil aviation professionals in a variety of fields, including flight safety. In 2004, the DGCA/FAA seminar on flight standards provided the opportunity for an exchange of information with experts from the FAA and the CAR/SAM regions on crucial topics, such as Category II and Category III operations, expansion of extended range operations by twin-engined aeroplanes (ETOPS), minimum navigation performance specifications (MNPS), Civil Aviation Master Plans, repair station approvals, as well as safety and security policies and airline operator's safety and security standards.

PHILIPPINES

*Assistance to the Air Transportation Office with
Development of Flight Safety***

Project goal

The objective of this project, which is funded by the Government of the Philippines, is to provide assistance and advise the Government on the improvement of the safety oversight capability of the Air Transportation Office (ATO), through reviews and inspections of air carriers, training of staff, and development of surveillance programmes. This project, which began in 1996 with an expected duration of 4 years, was extended through 2005.

Progress of the project

The airworthiness adviser/chief technical adviser (CTA) continued his assignment, including advising and assisting the Civil Aviation Safety Division in the ongoing review of airworthiness processes and the preparation of draft regulations, standards and procedures for flight safety. He provided on-the-job training for ATO personnel and airworthiness inspectors in tasks related to the continuing airworthiness of aircraft and the oversight of airline maintenance activities, including issuance of certificates of airworthiness and operating certificates.

Project achievements

Progress was achieved in the enhancement of safety oversight capabilities of the ATO through the initial development of regulations in compliance with ICAO Standards. The project facilitated the training of safety oversight inspectors and personnel on the latest equipment, technologies and procedures.

PHILIPPINES

Project Monitoring and Review Missions

Project goal

The objective of this project, funded by a loan from the Asian Development Bank (ADB), is to monitor and review compliance with ICAO SARPs at Davao International Airport and to monitor the commissioning of the equipment to be installed at the airport. This project, which began in 1999 with an expected duration of 4 years, was extended through 2004.

Progress of the project

Following the upgrading of Davao International Airport, the aerodrome engineer reviewed the aerodrome facilities, having listed requirements to be addressed in order to ensure the airport's compliance with Annex 14. Reports submitted by the navigation aids and security consultants were finalized at ICAO Headquarters and submitted to the Government. These reports included recommendations on the acceptability of calibration and functionality of instrument landing systems (ILS) at Davao International Airport, and a review of aviation security (AVSEC) measures at the airport based on the AVSEC review carried out earlier through this project, as well as the results of a security survey carried out at Ninoy Aquino International Airport (NAIA) in Manila.

Project achievements

The implementation of this project ensured that the upgrading of Davao International Airport was carried out in accordance with ICAO Standards in order to meet the increasing passenger demand.

QATAR

Airport Development

Project goal

The objective of this project, funded entirely by the Government of Qatar, is to assist the Civil Aviation Authority (CAA) in developing and building the New Doha International Airport (NDIA). This new airport will be completely independent of the existing airport. The assistance consists mainly in providing aerodrome engineering expertise and acting as the CAA representative with the various contractors and consultants involved in this project. This project began in 2003 and has an expected duration of 5 years.

Progress of the project

A contract for the design, supervision and project management of the new airport was signed by the Steering Committee, which is composed of 5 members from the CAA, Qatar Airways, the Ministry of Municipal Affairs and Agriculture and the Central Tendering Committee. Phase 1 of the project consists of building 2 parallel runways with their taxiway systems, the main apron, other secondary aprons and all the supporting buildings and facilities including roads, drainage and utilities, as well as the construction of a new passenger terminal building. The opening of Phase 1 is scheduled for early 2009. The design concept was chosen to make Doha an attractive hub, especially for the transfer of passengers. The project Master Plan was finalized in early 2004.

Project achievements

In the first year of project operations, the concept design and the preliminary design were submitted, reviewed and approved for the majority of project components. Construction contracts estimated at 25 per cent of the total estimated cost of the project were tendered and awarded. Temporary offices to accommodate the constructor's and Steering Committee's staff were built and equipped.

SAUDI ARABIA

*Presidency of Civil Aviation**

Project goal

The objectives of this project are to support the Presidency of Civil Aviation (PCA) in providing safe, efficient and cost-effective aviation services; keep the PCA up to date on the changes in the civil aviation environment; prepare the PCA for the introduction of new technologies, and assist the PCA in replacing foreign experts with national experts through professional training to qualified Saudi Arabian counterparts. This project, which began in 1997 and had an initial duration of 6 years, has been extended through 2005.

Progress of the project

ICAO training experts, together with national air traffic services (ATS) instructors, provided the PCA with a comprehensive training programme, which included courses in air traffic control (ATC basic training), en-route radar, air traffic services, approach radar, on-the-job instructors training, instructional techniques, non-radar approach and a combined procedural/radar approach course. Project activities included participation in a feasibility study for the establishment of a Middle East regional VSAT network and the development of flight-check procedures for evaluating the radar performance figures for the new radars being installed at Jeddah and Riyadh. Crash, fire and rescue (CFR) vehicle and equipment performance testing for ICAO compliance and airport category certification were completed for 24 regional and domestic airports. Recommendations made by the ICAO Safety Oversight Audit Team continued to be implemented with the assistance of airworthiness and operations experts and their Saudi counterparts.

Project achievements

The implementation of project activities through the combined development efforts of the PCA and ICAO continued to improve the efficiency and the effectiveness of PCA, making it more modern, efficient and responsive to the needs of the dynamic aviation environment with rapidly expanding technologies. The goal of replacing international experts by Saudi Arabian nationals progressed steadily through the transfer of knowledge with the assistance of international experts and the formal training of staff.

SINGAPORE

Singapore Trust Fund Project — Annex V

Project goal

The objective of this project, funded by the Government of Singapore, is for ICAO to provide technical assistance as stipulated in the Annexes to the Trust Fund Agreement signed with the Organization. The objective of Annex V is to provide external consultancy services to assist the Government of Singapore in carrying out certification of Changi and Seletar Aerodromes. This project, which began in 2002 with an expected duration of 1 year, was extended through 2004.

Progress of the project

An aerodrome certification expert reviewed, evaluated, and provided advice and expertise in the preparation of a manual on aerodrome standards, Changi and Seletar aerodrome manuals and operational procedures, and other manuals required for aerodrome operators and the Aerodrome Certification Authority. The expert formed part of the local aerodrome certification team appointed to carry out formal assessment for the certification of Changi and Seletar aerodromes, having also assisted the Aerodrome Certification Authority as an external independent consultant in performing audits on site at the aerodromes as well as on documentation material.

Project achievements

Relevant assessment work carried out through this project and the recommendations put forward by the aerodrome certification expert assisted the Civil Aviation Authority of Singapore in implementing aerodrome certification for Singapore Changi and Seletar Aerodromes in accordance with Annex 14.

SOMALIA

*Civil Aviation Caretaker Authority***

Project goal

The continued absence of a national government authority to ensure flight safety for international air transport operating through the Mogadishu FIR led to the creation of this project, which commenced

formal operations in March 1996. This unique operational cost-sharing project, which is funded partially by the UNDP and from aeronautical charges collected by IATA, is based on the authorization given by the United Nations Secretary-General for ICAO to act upon civil aviation matters with respect to Somalia. Its mission is to provide, under the supervision of the Director of the Technical Co-operation Bureau, for the operation and maintenance of essential facilities, equipment and services for international air transport operations including humanitarian, relief and local flights within the Mogadishu FIR, on a self-financing basis in order to meet immediate requirements for safety, and to plan, programme and develop an essential nucleus for the establishment of a functional civil aviation administration infrastructure for the future government of Somalia. This project began in 1996 and had a planned duration of 7 years and 10 months. The project has since been extended to 2006 pending the establishment of a functioning national government.

Progress of the project

The Civil Aviation Caretaker Authority of Somalia (CACAS) supported UNDP, other UN agencies and local authorities with technical expertise and short assignments for airport assessments. From the temporary project office located in Nairobi, Kenya, CACAS continued to provide flight information services (FIS), including aeronautical information services (AIS), aeronautical communications (AEROCOM) and aeronautical meteorological (AEROMET) services on a 24-hour basis, as well as aerodrome flight information service (AFIS), including limited aerodrome rescue and fire fighting and ground marshalling services at 3 airports (Hargeysa, Berbera and Bosasso) in Somalia. Boroma Airport was designated as an airport reporting office with reduced staff assignments. Operations at Kalabeyed Airport were terminated because of very low usage. One additional Somali staff was recruited to fill one of the vacancies that arose from contract terminations of those who failed initial air traffic control courses. Formal courses and on-the-job training continued to be provided in the technical and operational fields, including 38 international fellowships in a wide range of areas. The project also facilitated the establishment and operation of a training programme in support of these activities. In particular, it assisted in the formulation, implementation and application of procedures as required for the operation and maintenance of essential elements of the civil air transport system in Somalia.

Project achievements

Effective and efficient management and administration of CACAS through this technical cooperation project, in close coordination with the United Nations Humanitarian and Resident Coordinator for Somalia and the ICAO Regional Director, Eastern and Southern Africa Regional Office, greatly assisted in the rehabilitation and development of the aviation infrastructure in Somalia. As a result, it enabled the continuous provision of air traffic services to international and local air transport operations at designated airports in Somalia, financed from the application of air navigation charges and cost-sharing arrangements from landing fees. The continued increase in air traffic significantly impacted project revenue from air navigation charges in 2004.

SRI LANKA

Sri Lanka Aerodrome Certification Project

Project goal

The objective of this project, funded by the Civil Aviation Authority of Sri Lanka (CAASL), is to provide the services of an ICAO aerodrome certification consultant to provide a review of the status of compliance of Sri Lanka's International Airport with the latest requirements of Annex 14 — *Aerodromes*. This project began in 2004 and has an expected duration of 5 weeks.

Progress of the project

The aerodrome certification consultant was fielded and completed his assignment. The expert's report and recommendations were reviewed and finalized at ICAO Headquarters and submitted to CAASL.

Project achievements

The report has allowed CAASL to evaluate the adherence to the new provisions of Annex 14 and to take further actions as required.

SYRIAN ARAB REPUBLIC

Enhancement of DGCA Flight Safety Capabilities

Project goal

The objectives of this project, funded by the Government of the Syrian Arab Republic, are to improve the safety, regularity and efficiency of air transport operations in the country; to prepare and promulgate up-to-date and comprehensive civil aviation legislation, regulations and instructions covering airworthiness operations and personnel licensing conforming to international requirements; to establish a formal training policy for all inspectors and technical staff; and to upgrade the civil aviation technical library. This project, which began in 2001 with a planned duration of 1 year, has been extended through the end of 2005 with expanded activities.

Progress of the project

The ICAO experts completed their various tasks in aerodrome certification, aviation security, the safe movement of dangerous goods by air, flight safety, accident investigation and air traffic management, including activities such as the development of a national civil aviation security programme, together with rules and regulations regarding the management of aviation security systems in compliance with ICAO SARPs; the development of procedures and rules for the transfer of dangerous goods; the preparation of a manual for inspectors dealing with the transportation of dangerous goods by air and delivery of a course on the subject to 20 inspectors; the preparation of an airport certification manual and training of national counterparts; the development of a policy and procedures manual for accident investigations; provision of initial and basic investigations and safety

management training for inspectors; and the preparation of an air navigation plan. Consultancies were also undertaken to prepare a Training Master Plan and an evaluation of Palmyra Airport. All 5 airports under the management of the General Organization of Civil Aviation were inspected.

Project achievements

The provision of expert assistance by ICAO enabled the Government to develop comprehensive civil aviation regulations and procedures in a variety of fields in compliance with applicable international Standards. Project implementation in 2004 continued to facilitate the enhancement of the DGCA's capabilities and effectiveness in air space planning with the development of an air navigation plan for the Syrian Arab Republic. Considerable progress was also achieved in the establishment of a formal training policy for the DGCA with the completion of a Training Master Plan.

THAILAND

*Operational Readiness and Airport Transfer (ORAT)
Programme for Suvarnabhumi Airport**

Project goal

The objective of the project, funded by the Airports of Thailand (AOT) Public Company Limited, is to enable the future airport operator and all related members within the airport community to prepare and implement all required activities to ensure a safe and smooth transfer of operations from current Don Mueang International Airport operations to Suvarnabhumi Airport 30 kilometres east of Bangkok by 2005. The programme includes 6 months of trial operations in the final stage and the actual relocation programme of the airport. This is Phase II of a project that began in 2003 with an expected duration of 32 months.

Progress of the project

A transition management team was established for the Operational Readiness and Airport Transfer (ORAT) Programme comprising 22 managers from AOT and 46 managers from various operational entities. Eight ICAO coordinators advised and assisted AOT and established core teams in the development of requirements for new operations at Suvarnabhumi Airport.

Project achievements

The implementation of Phase II of the ORAT Programme continued to advance the development of the operational requirements for the timely transfer of operations to the new Suvarnabhumi Airport in 2005.

THAILAND

Operational Readiness and Airline Transfer (ORALT) Master Plan Preparation for Thai Airways

Project goal

The objective of this project, funded by Thai Airways, is the preparation of an Operational Readiness and Airline Transfer (ORALT) Master Plan to enable Thai Airways to transfer its operations from Don Mueang Airport to Suvarnabhumi Airport by September 2005. This project began in 2004 and has an expected duration of 4 months.

Progress of the project

Seven international experts in the areas of airline operations logistics and training, airline passenger and baggage, cargo operations, information technology systems, airline operations control, catering operations, ground services equipment, and ramp and aircraft maintenance were fielded and completed their assignments. An ORALT Master Plan was prepared, reviewed and finalized at ICAO Headquarters and submitted to Thai Airways.

Project achievements

The ORALT Master Plan has allowed Thai Airways to decide upon and plan the transfer of its operations to Suvarnabhumi Airport.

THAILAND

Aviation Security Assistance to Airports of Thailand (AOT) Public Company Ltd.

Project goal

The objective of this project, funded by AOT Public Company Ltd., is to provide a security management training workshop. This project began in 2004 and has an expected duration of 11 months.

Progress of the project

A security management training workshop for the training of Thai aviation security officers in Bangkok was conducted by an AVSEC Officer from ICAO Headquarters.

Project achievements

The training received in aviation security management has allowed the aviation security officers at AOT to more closely manage and supervise the implementation of airport security requirements in accordance with Annex 17 — *Security*.

THAILAND

*ICAO Assistance with the Aviation Security Programme, Airport Emergency Plan, Aerodrome Manual and Safety Management Systems for Airports of Thailand (AOT) Public Company Ltd.**

Project goal

The objective of this project, funded by the Airports of Thailand (AOT) Public Company Ltd., is the provision of a team of ICAO experts in the fields of Aviation Security, airport emergency planning and aerodrome and safety management systems. The ICAO team will provide advice and assistance to AOT in the development of an airport security programme and airport security manual, an airport emergency plan encompassing security contingency plans, an aerodrome manual and safety management systems for the new Suvarnabhumi Airport. The team will recommend a training programme in aviation security for AOT personnel. This project began in 2004 and has a planned duration of 20 months.

Progress of the project

The aviation security expert/team leader and the aerodrome manual expert commenced their assignments.

Project achievements

Due to the recent start of project activities, expert assignments were not yet completed at the time of the preparation of this report.

UNITED ARAB EMIRATES

*Assistance to Civil Aviation — Flight Safety**

Project goal

The objective of this project, which is funded entirely by the Government of the United Arab Emirates, is to assist the General Civil Aviation Authority (GCAA) in the maintenance of a fully functional flight safety department. In addition, the project includes the training of national air traffic control and technical personnel. This current project, which began in 1997, has been extended until 2006.

Progress of the project

During the year, the project assisted with the establishment and maintenance of a quality management system within the GCAA. Operational assistance was also provided in the areas of licensing, flight operations, aviation medicine, accident/incident investigation and policy matters. Advisory assistance was provided to the GCAA on strategic planning, safety oversight and civil aviation matters. Existing aviation legislation was revised and procedures manuals and industry

guidance material were published. Training of national counterparts remained a high priority as well as the management of the administration of the Flight Safety and Security Services Department.

Project achievements

The project ensured that day-to-day safety oversight functions were conducted and enforced adequately. Related regulations and documentation pertaining to the Flight Safety Services Department were certified as being in compliance with ICAO SARPs. National management is being encouraged to promote greater harmonization and cooperation with neighbouring States. The administering by the project of formal training of nationals proved to be an essential element in the GCAA nationalization programme. Currently, the national workforce is 50 per cent and increasing.

UNITED NATIONS MISSION IN KOSOVO

Institution Building of a Civil Aviation Regulatory Office

Project goal

The purpose of this project, funded by the United Nations Mission in Kosovo (UNMIK), is to assist UNMIK in building the institutional components required for a safe and efficient civil aviation infrastructure in accordance with ICAO Standards and Recommended Practices (SARPs). This project began in 2003 with an expected duration of 1 year and has since been extended into 2005.

Progress of the project

The primary legislation (UNMIK Provisional Regulation on Civil Aviation in Kosovo) was produced by the Civil Aviation Regulatory Office (CARO) and promulgated by the Special Representative of the United Nations Secretary-General (SRSG). Secondary legislation (UNMIK Administrative Directions) was developed by CARO and promulgated by the SRSG in the areas of aviation security, the use of prohibited substances for staff members assigned to safety-sensitive functions, the issuance of permits and allocation of slots for flights to and from Pristina Airport. Proposals for secondary legislation were also prepared in other areas for the full implementation of the UNMIK Provisional Regulation on Civil Aviation in Kosovo. Fellowship awards were granted to CARO local staff for training abroad on aviation law and aviation security.

Project achievements

Substantial progress was made towards the establishment of an efficient civil aviation regulatory system and the development of local expertise in the civil aviation administration. The promulgation of primary aviation legislation enabled UNMIK to take over aviation management functions in Kosovo from the International Security Presence in Kosovo (KFOR) in April.

UNITED NATIONS MISSION IN KOSOVO*Airport Development*

Project goal

The purpose of this project, funded by UNMIK, is to assist UNMIK in ensuring that airport and air navigation services are being developed in a safe and orderly manner and in accordance with ICAO SARPs. This project began in 2003 with an initial duration of 4 years.

Progress of the project

Proposals were developed for the restructuring of the airport management. Draft documents for an airport aviation security programme, an aerodrome manual, and emergency procedures were also prepared in accordance with the requirements of Annex 14 — *Aerodromes*. Contractual arrangements were made by UNMIK with an ICAO Contracting State for the provision of certain civil aviation functions in Kosovo.

Project achievements

The manuals and procedures developed under this project have contributed significantly to compliance by the airport operator with the ICAO SARPs contained in Annex 14, facilitating the operation of Pristina airport as a civilian airport.

VENEZUELA*Modernization of Airports Air Traffic Control**

Project goal

The objective of this project, funded by the Government of Venezuela, is to assist the Instituto Nacional de Aviación Civil (INAC) in the modernization of air traffic control and airport services. This project began in 2004 with an expected duration of 3 years.

Progress of the project

The procurement of equipment, systems and services was undertaken for communications systems, radars, air navigation aids, search and rescue systems as well as civil works for the control towers, additional spares, training and service for radars.

Project achievements

With the start of project activities in 2004, INAC initiated the national programme for the modernization of air traffic control by the procurement and installation of equipment and related training of personnel with a view to the effective implementation of the CNS/ATM systems in Venezuela.

INTER-COUNTRY AND INTER-REGIONAL LISTINGS

AFRICA REGION

*Cooperative Development of Operational Safety and Continuing Airworthiness Programme in the Banjul Accord Group Member States and Feasibility Study on its Institutionalization**

Project goal

The objectives of this COSCAP project, funded by Member States of the Banjul Accord Group (Cape Verde, Gambia, Ghana, Guinea, Liberia, Nigeria and Sierra Leone) with financial input from the French Cooperation Agency and the African Development Bank, are to enhance the safety of air transport operations in the subregion through the provision of a focal point dealing with questions relating to air operator certification and technical inspections, with a view to harmonizing and standardizing all related policies and procedures; the facilitation of a coordinated approach with regard to shared technical expertise made available to Member States in order to avoid duplication of efforts and to ensure that Civil Aviation Administrations (CAAs) benefit from these resources; the augmentation of national inspectors' technical knowledge and qualifications by providing theoretical and on-the-job training; the performance of regional air operator certification and surveillance tasks on behalf of CAAs whose oversight capability is currently limited; and the establishment of an aerodrome inspection programme which will lead to the creation of an aviation safety organization among the participating States. This project began in 2004 and has an expected duration of 2 years.

Progress of the project

The project was approved by the Council of Ministers of the Banjul Accord Group in 2004. At a subsequent meeting of the Group, the host country for the project was selected. Participating States also agreed on a cost-sharing formula for financing the project. The selection of the project coordinator was initiated. Project operations are expected to begin in 2005 pending funding from Member States, donors and stakeholders.

AFRICA REGION

MONUC (Mission de l'Organisation des Nations Unies en République démocratique du Congo) Airports/Airfields Rehabilitation Project

Project goal

The objective of this project, which is funded by the United Nations Department of Peacekeeping Operations (UNDPKO), is to enhance the aeronautical infrastructure and services at the 13 airports/airfields designated for use by MONUC by providing technical guidance and by carrying out refresher training of air traffic controllers. This project began in 2003 and has an expected duration of 18 months.

Progress of the project

ICAO continued to provide technical support to MONUC in its airport rehabilitation efforts. Assistance was provided in tender evaluation and contract awarding for a number of communications and navigation aids, including airfield lighting, as well as for the GNSS project covering selected airports used by MONUC. Support by 2 aerodrome engineers deployed to the project, with backstopping from ICAO Headquarters, continued to be provided in the definition of scope of work, preparation of technical specifications and other contractual documentation leading to the award of contracts. Principal achievements in this area included the award by MONUC of the contract for the rehabilitation of the runway at one of the airports. The project also provided, *ab initio*, refresher and on-the-job training to several groups of Congolese air traffic controllers.

Project achievements

This project is of great importance to ICAO as it offers an invaluable opportunity to work with DPKO and MONUC in an actual field deployment situation. In 2004, the support provided to MONUC (DPKO) by ICAO, in its technical capacity in the areas of aeronautical telecommunications, navigation aids (CNS) and airport infrastructure, continued to facilitate MONUC's air operations in the Democratic Republic of the Congo. ICAO is also involved in the implementation of GNSS approach/departure procedures at selected airports by providing the necessary technical support and monitoring.

AMERICAS REGION*Transition to CNS/ATM System in the CAR/SAM Region*

Project goal

The objective of this project, which is funded by 15 countries in the CAR/SAM Region, is to assist States in the region in implementing new communications, navigation and surveillance/air traffic management (CNS/ATM) systems in accordance with the CAR/SAM Regional Implementation Plan and ICAO SARPs. This project, which began in 1998 with an expected duration of 3 years, was extended to 2005.

Progress of the project

Meetings, workshops and seminars were carried out in accordance with the programme approved by the Coordination Meeting. Experts were assigned to provide assistance in the implementation of the reduced vertical separation minimum (RVSM), area navigation (RNAV) and required navigation performance (RNP) routes. The development of the Manual for the Orientation on the Transition to the Global ATM was completed. Nine hundred and fifty-nine professionals from 27 States, 4 international organizations and 6 airlines received training in the planning methodology and implementation process for the CNS/ATM systems.

Project achievements

This project continued to successfully support the CNS/ATM systems planning and implementation process in the CAR/SAM regions. CNS/ATM National Plans were developed by all States in the

region or are in the process of review and approval by the respective authorities. Over 1 335 civil aviation professionals from the various administrations were trained through the project by means of seminars, workshops or assistance missions. Civil aviation administrations responsible for the transition to CNS/ATM systems were able to familiarize themselves with the institutional planning tools and develop the necessary experience in the planning and implementation of RNAV, RNP and RVSM routes, allowing for enhanced coordination at the regional level. Significant achievements were realized in 2004 with the implementation of RNAV routes, the revision of the ATS route structure in the Air Navigation Plan (to enter into force in March 2005), the implementation of pre-operational RNP 10 in the Santiago de Chile-Lima airspace along routes UL 302 and UL 780, as well as the implementation of RVSM in the region, which is scheduled for January 2005. Brazil, Chile, Colombia, Ecuador and Peru successfully implemented WGS-84. Project results show enhanced levels of safety, efficiency and accuracy, as well as increased airspace capacity and cost savings in the region.

AMERICAS REGION

Training of Civil Aviation Personnel

Project goal

The objective of this project, which is funded by Aeropuertos Españoles y Navegación Aérea (AENA) of the Government of Spain, is to provide assistance to States in the CAR/SAM Region through the training of civil aviation personnel. The project began in 1997 for an initial duration of 2 years and was extended through 2005.

Progress of the project

Training activities, co-sponsored by AENA and the Agencia Española de Cooperación Internacional (AECI) of Spain and conducted by ICAO Technical Co-operation Bureau (TCB) experts, continued. During the year, 101 national civil aviation personnel from the CAR/SAM Region received training in a variety of fields, including air navigation and airport management.

Project achievements

The provision of specialized training through this project enabled civil aviation personnel from participating States in the region to become better acquainted with modern technologies and procedures applied to the management of airport systems, thereby ensuring enhanced efficiency and safety of air operations and compliance with ICAO SARPs. Since the start of these project activities, 367 professionals have received training through this project.

AMERICAS REGION*Regional Safety Oversight System**

Project goal

The objective of this project, funded jointly by Argentina, Bolivia, Brazil, Chile, Cuba, Ecuador, Panama, Paraguay, Peru, Uruguay, Venezuela and Airbus, is to establish and operate a regional safety oversight system in the South American Region with the required technical, logistical and administrative support. This project began in 2002 and has an expected duration of 5 years.

Progress of the project

Uruguay and Venezuela adhered to the regional safety oversight cooperation system. The Civil Aviation Administrations of Chile, Peru, Uruguay and Venezuela received technical assistance from the Technical Committee on safety oversight matters. During the 10th Ordinary Meeting of the General Board, certain Latin American Aviation Regulations (LARs) were approved. LAR OPS (Air Operations and Certification) was developed and submitted for the approval of participating States. The Airworthiness Inspector Manual was developed for use in the performance of aircraft repair station certification trials. Advisory Circular 6.425 (Requirements and Procedures for approval of Operations in Airspace with Reduced Vertical Separation Minima (RVSM)) was developed and presented to States in the CAR/SAM Region. The training programme approved for 2004 was successfully implemented, including the awarding of 21 fellowships, for the preparation of a multinational team of inspectors to conduct the certification trials. Sixteen fellowships were awarded for a seminar on the process of aircraft and operators RVSM approval conducted by experts from the United States Federal Aviation Administration (FAA), organizations and States of the CAR/SAM Region. A course on the concept and application of LAR 145 was attended by airworthiness inspectors from participating States, followed by the first certification trial of a maintenance organization and the awarding of 14 fellowships under the project. Three aircraft operations experts were provided by Argentina, Ecuador and Venezuela to prepare the Operations Inspector Manual.

Project achievements

The implementation of this project continued to assist in the establishment of an efficient regional safety oversight system in CAR/SAM Region which, to date, has greatly enhanced cooperation between civil aviation administrations on safety oversight matters, facilitating the harmonization of safety-related regulations for uniform implementation by participating States. The ongoing development of a regional core of qualified airworthiness and operations inspectors has provided a cost-effective solution to the region.

AMERICAS REGION

*Management of the REDDIG Network and Administration of the Satellite Segment**

Project goal

The objective of this project, funded jointly by Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Suriname, Uruguay and Venezuela, is to establish a multinational mechanism for the administration of the South American Digital Network (REDDIG), taking into consideration regional developments and aimed at modernizing the aeronautical fixed service communications so as to make it homogeneous, inter-connectable and interoperable with other digital networks within the Caribbean and South American Region. The project began in 2003 and has an expected duration of 60 months.

Progress of the project

Final sight acceptance tests were made, with satisfactory results. The implementation of the GNSS circuits was successfully carried out. Backup network database information and necessary specifications were coordinated between ICAO and the network supplier. The last Coordination Committee meeting (RCC/7) approved a plan for the transfer of the Node Control Centre (NCC) from Lima to Manaus. Technical personnel from Manaus and Ezeira were trained at Lima NCC.

Project achievements

The successful implementation of the digital network (REDDIG) has created the possibility for States in South America to provide for the efficient and cost-effective management of the REDDIG network pending the establishment of the multinational mechanism to be developed, facilitating REDDIG's interoperability with other digital systems in the CAR/SAM Region.

ASIA AND PACIFIC REGION

*Cooperative Aviation Security Programme — Asia/Pacific Region (CASP-AP)**

Project goal

This project, funded by participating Governments in Bhutan, Cambodia, China (Hong Kong SAR and Macao SAR), Indonesia, Maldives, Mongolia, the Philippines, Singapore, Thailand and Viet Nam, aims at ensuring compliance with international conventions, ICAO SARPs and guidance material related to aviation security by enhancing the aviation security capabilities of the project's participating Government Administrations. It also aims at creating a regional structure for cooperation and coordination in aviation security matters and for training aviation security personnel. This project was approved in 2004 with an expected duration of 36 months.

Progress of the project

Contributions were received from Cambodia, China (Hong Kong SAR and Macao SAR), Maldives, Mongolia, the Philippines and Viet Nam with a grant forthcoming from the European Commission (EC).

Project achievements

This project is currently mobilizing resources and should commence its activities in 2005.

ASIA AND PACIFIC REGION

Cooperative Development of Operational Safety and Continuing Airworthiness Project — South Asia (COSCAP-SA)

Project goal

This project is a cooperative agreement funded by the Governments of Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan, and Sri Lanka and executed by means of a Trust Fund project provided by the cooperating States, the Federal Aviation Administration, Transport Canada, the Boeing Company and Airbus. The aim is to enhance the safety and efficiency of air transport operations in the region by establishing a regional flight safety certification and inspection organization. The purpose of the organization is to overcome deficiencies in the flight safety oversight capabilities of participating States by establishing a regional core of highly qualified flight operations and airworthiness inspectors. The project will also enhance the individual oversight capability of each participating State by providing on-site training of national inspectors and assist States with safety oversight activities as required. This project, which began in 1998 with an expected duration of 5 years, has been extended to 2007.

Progress of the project

Three international experts were engaged in the areas of safety management systems, air traffic services and aerodromes. The safety management systems (SMS) expert provided training and technical assistance to all 7 States and conducted a senior management course in 4 of the States. The air traffic services (ATS) consultant reviewed the existing ATS laws, regulations and organization in the COSCAP-SA States, assessed the ATS certification and compliance with ICAO SARPs, reviewed ATS safety management oversight activities and identified general deficiencies and weaknesses. The aerodrome certification and safety training expert prepared a suitable technical assistance programme for participating States dealing with aerodrome certification and inspection. Emphasis was placed on the review of relevant aspects of civil aviation legislation, regulations, and other instruments containing mandatory requirements and supplementary material; staffing arrangements regarding resource availability, qualifications, training and experience; regulatory procedures for certification including inspector handbooks; and regulatory procedures for continued surveillance. The expert also reported on aerodrome certification activity undertaken by national aviation authorities and provided technical assistance to States with regard to demonstrating compliance with Annex 14. ICAO, under its Flight Safety Enhancement Programme, developed and conducted a dangerous goods safety oversight workshop for the 3 COSCAP projects

in Asia at the ICAO Regional Office, Bangkok. The Boeing Company sponsored the Director General workshop. The International Society of Air Safety Investigators (ISASI) and the Boeing Company co-sponsored 2 cabin safety courses. COSCAP-SA funds were utilized to conduct 2 aviation medicine workshops. Airbus, as part of its ongoing support to the Programme, conducted 2 ETOPS courses in the region. On-the-job training was provided to national inspectors in the region. COSCAP-SA assisted States with 6 air operator safety audits. International and COSCAP-SA experts also provided in-country specific technical assistance totalling 225 days. Guidance material to assist with the implementation of the recommendations from SARAST meetings was developed.

Project achievements

The total training effort, including the assistance provided by the external agencies, resulted in 637 personnel being trained. Since the inception of the project, a total of 3 975 personnel have received technical training in safety oversight-related disciplines. The safety benefits of training were also directed at air operators in the region who constituted over 50 per cent of the participants. On-the-job training provided to national inspectors to date helped the ongoing development of a regional core of qualified inspectors in the areas of flight operations and airworthiness. The project has entered Phase II, which is the regionalization and institutionalization phase of COSCAP-SA and will be addressed mainly by experts from within the region.

ASIA AND PACIFIC REGION

*Cooperative Development of Operational Safety and Continuing Airworthiness Project — Southeast Asia (COSCAP-SEA)**

Project goal

This project is a cooperative agreement by the Governments of Brunei Darussalam, China (Hong Kong SAR and Macao SAR), Indonesia, Lao People's Democratic Republic, Malaysia, Myanmar, Philippines, Singapore, Thailand, and Viet Nam, which is executed by a Trust Fund provided by the cooperative States with the European Union, the United States Federal Aviation Administration (FAA), Airbus and the Boeing Company. This non-profit association's goal is to enhance the safety and efficiency of air transport operations in the subregion by strengthening government oversight of the certification and inspection of tasks; the training and professional development of national airworthiness and flight operations inspectors, the harmonization of policies and regulations among members; and the establishment of a regional aviation safety team to implement globally developed safety interventions and final solutions for safety concerns. This project began in 2001 and has a planned duration of 60 months.

Progress of the project

Primary aviation legislation and regulations were developed for Cambodia, Lao People's Democratic Republic and Myanmar. Direct assistance was provided in the areas of flight operations, airworthiness inspection procedures, master minimum equipment list, auditing, extended-range-twin-engined aircraft operations (ETOPS), human factors and approach and landing accident reduction (ALAR). Regional courses were attended by more than 150 participants from Contracting

States. Administrative Regions either attended the regional courses or benefited from direct assistance. The recommendations put forward by the 3rd Southeast Asia Regional Aviation Safety Team (SEARAST) and 5th Steering Committee meetings were published at year-end.

Project achievements

In line with ICAO priorities in the area of aviation safety, COSCAP-SEA activities continued to foster cooperation among participant States in the remedying of safety oversight deficiencies in the subregion. The harmonization of safety-related regulations developed in accordance with the *Convention on International Civil Aviation* and its Annexes and guidance material continued to progress, enabling States to comply with their safety oversight responsibilities, in particular in the areas of operations and airworthiness.

ASIA AND PACIFIC REGION

*Cooperative Development of Operational Safety and Continuing Airworthiness Project — North Asia (COSCAP-NA)**

Project goal

The aim of this cooperative project, funded by China, the Democratic People's Republic of Korea, Mongolia and the Republic of Korea, is to enhance the safety and efficiency of air transport operations in the region. COSCAP-NA is a dedicated forum for the promotion of dialogue, coordination and cooperation in matters related to flight safety among the well-developed and smaller participating civil aviation administrations, as well as for fostering an environment for the harmonization of and advancement in safety oversight policies, procedures and regulations. It provides an efficient and cost-effective method for the inspection and certification of operators, aircraft and training establishments and for the training of a large number of safety oversight personnel. States are also able to promote accident prevention through the establishment and supervision of the North Asia Regional Aviation Safety Team (NARAST) as proposed by the ICAO Global Aviation Safety Plan (GASP). This project began in 2003 and has an expected duration of 5 years.

Progress of the project

At the second meeting of NARAST, participating States put forward a number of recommendations, which were subsequently approved by the Steering Committee for application. Guidance material was developed to assist with the implementation of the recommendations. High priority was assigned by the Steering Committee to the training of national inspectors to be provided in-country or at a central location in the region. Air operators were invited to send participants to the training programmes. COSCAP-NA provided 28 courses and/or seminars to 614 participants in various subjects. Forty-one courses and/or seminars were provided to 907 participants. An airworthiness expert, recruited to assist States in their efforts to strengthen safety oversight programmes related to airworthiness, provided a significant portion of both classroom and on-the-job training, as well as other technical assistance. Air traffic management consultants were recruited on short-term contracts to assist States in the enhancement of their Air Traffic Management (ATM) Safety

Management Programme. In addition to safety management workshops, the consultants developed a draft Safety Management Programme/Manual to present to Contracting States.

Project achievements

In the second year of implementation of COSCAP-NA, considerable progress was achieved by participating States in the enhancement of their safety oversight capabilities. The training of a large number of safety oversight personnel improved the qualifications of aviation safety inspectors, especially in Mongolia and the Democratic People's Republic of Korea. NARAST continued to be the project priority and recommendations, which were put forward by the safety team, resulted in further improvements to aviation safety in the region.



APPENDIX 9. DISTRIBUTION OF TECHNICAL COOPERATION FIELD STAFF BY NATIONALITY, GRADE AND PROGRAMME — 2004

P = Professional; C = Consultant

Nationality	Work- months	United Nations Development Programme	Trust Funds	Associate Experts (included in Trust Funds)
Argentina	0.6		C (2)	
Australia	26.4	C (1)	C (8), P (1)	
Austria	12.0		C (1)	
Belgium	12.7		C (3), P (1)	
Brazil	11.2	C (8)	C (9)	
Bulgaria	0.6		C (4)	
Canada	146.4	C (31)	C (219), P (1)	
Chile	17.1	P (1)	C (5)	
Comoros	12.0		P (1)	
Denmark	0.2		C (1)	
Ecuador	10.9		C (17)	
Finland	6.2		C (2)	
France	11.7		C (4)	
Germany	4.8		C (7)	
Greece	1.0		C (1)	
India	17.8		C (21)	
Ireland	15.3		C (3)	
Italy	12.0		P (1)	
Malaysia	12.0		P (1)	
Mali	6.0		C (1)	
Netherlands	32.0		C (3), P (1)	
New Zealand	2.5		C (1)	
Pakistan	12.0		C (1)	
Peru	7.5		C (6)	
Portugal	6.7	C (2)	C (1)	
South Africa	0.4		C (3)	
Spain	3.7		C (6)	
Sri Lanka	12.0		P (1)	
United Kingdom	59.0		C (26), P (1)	
United States	42.2	C (2)	C (14), P (1)	
Uruguay	0.9		C (2)	
Venezuela	0.9		C (2)	

APPENDIX 10. FIELD PERSONNEL RECRUITMENT — 2004

NUMBER OF VACANT POSTS FILLED DURING PERIOD 1 January to 31 December 2004: 425

Recipient country/area	Vacant posts filled	Contract (work-months)	Nationality of Expert	Title of Expert
AFRICA				
Angola	1	0.1	Canada	Project Formulation Consultant
Democratic Republic of Congo	1	6.0	Portugal	Airport Engineering Adviser (Design)
	1	0.1	Canada	Meteorology Consultant
	1	0.1	Canada	Airfield Lighting Consultant
	1	6.0	France	Air Traffic Control/Air Traffic Management Expert Instructor
	1	6.0	Mali	Air Traffic Controller/On-The-Job Training Instructor
	1	0.1	Canada	Communications Consultant
	1	0.1	South Africa	Global Navigation Satellite System Consultant
	1	0.2	South Africa	Global Navigation Satellite System Consultant
	1	0.1	South Africa	Global Navigation Satellite System Consultant
1	0.2	Canada	Global Navigation Satellite system Consultant	
Djibouti	1	0.1	Canada	Project Formulation Consultant
Equatorial Guinea	1	12.0	Chile	Civil Aviation Adviser/Project Coordinator
Gabon	1	0.2	Denmark	Air Transport Economist
Ghana	1	0.1	Canada	Airport Operations Expert
Kenya	1	0.1	Canada	Project Formulation Consultant
Lesotho	1	0.2	Canada	Navigation Aids Consultant
Liberia	1	0.1	India	Project Formulation Consultant
Madagascar	1	0.1	Canada	Aviation Safety Consultant
Malawi	1	0.1	Canada	Project Formulation Consultant
Mozambique	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Aviation Safety Consultant
Nigeria	1	0.4	Canada	Radar Project Engineer
	1	0.7	Canada	Radar Project Engineer

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Recipient country/area	Vacant posts filled	Contract (work-months)	Nationality of Expert	Title of Expert
Rwanda	1	0.1	India	Project Formulation Consultant
Seychelles	1	0.2	Canada	Project Formulation Consultant
Swaziland	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
United Republic of Tanzania	1	0.1	Canada	Project Formulation Consultant
Africa Region	1	0.1	Canada	Aviation Safety Consultant
	1	0.2	Canada	Aviation Safety Consultant
	1	0.1	Canada	Aviation Safety Consultant
	1	0.3	Canada	Project Formulation Consultant
	1	0.1	Canada	Safety Oversight Consultant
TOTAL	34	34.7		
AMERICAS (includes Caribbean)				
Argentina	1	0.2	Canada	Telecommunications Consultant
	1	0.1	Canada	Navigation Aids Consultant
	1	0.2	Canada	Communications Consultant
	1	0.1	Canada	Communications Consultant
	1	0.1	Canada	Navigation Aids Consultant
Bolivia	1	0.4	Uruguay	Air Traffic Management Consultant
	1	0.1	Brazil	Radar Engineer
	1	0.4	Brazil	Radar Engineer
	1	0.1	Canada	Navigation Aids Consultant
	1	0.1	Canada	Navigation Aids Consultant
Brazil	1	0.1	Canada	Radar Consultant
	1	0.1	Canada	Radar Consultant
	1	0.1	Canada	Radar Consultant
	1	0.1	Canada	Radar Consultant
	1	0.1	Canada	Radar Consultant
	1	0.1	Canada	Radar Consultant
	1	0.1	Canada	Airport Engineer
	1	0.4	Canada	Aeronautical Obstacles Analysis Consultant
Chile	1	0.2	Canada	Aircraft Operations Expert
Colombia	1	0.5	Brazil	Radar Consultant
	1	0.2	Brazil	Radar Consultant
	1	0.5	Brazil	Radar Consultant
	1	0.2	Brazil	Radar Consultant
	1	0.3	Brazil	Radar Consultant
	1	0.2	Brazil	Radar Consultant
	1	0.2	Canada	Radar Consultant
	1	0.3	Canada	Radar Consultant
	1	0.2	Canada	Radar Consultant
1	0.2	Canada	Radar Consultant	

Recipient country/area	Vacant posts filled	Contract (work-months)	Nationality of Expert	Title of Expert
	1	0.1	Canada	Radar Consultant
	1	0.1	Canada	Radar Consultant
	1	0.3	Ecuador	Airport Engineer
	1	0.1	Canada	Meteorology Consultant
	1	0.1	Canada	Meteorology Consultant
	1	0.1	Canada	Meteorology Consultant
	1	0.1	United States	Ground Support Equipment Consultant
	1	0.1	United States	Ground Support Equipment Consultant
	1	0.1	Canada	Aircraft Consultant
	1	0.2	Canada	Aeronautical Consultant
	1	0.1	Canada	Communications Consultant
	1	0.3	Ecuador	Airport Architect
	1	0.3	Canada	Navigation Aids Consultant
	1	0.1	Canada	Navigation Aids Consultant
	1	0.2	Canada	Meteorological Consultant
	1	0.2	Portugal	Radar Consultant
	1	0.5	Portugal	Radar Consultant
Cuba	1	0.5	United Kingdom	Aviation Security X-Ray Instructor
Dominican Republic	1	0.2	Canada	Airfield Lighting Consultant
	1	1.0	Spain	Civil Engineer
	1	0.2	Brazil	Radar Consultant
	1	0.2	Brazil	Communications, Navigation, Surveillance/ Air Traffic Management Consultant
	1	0.6	Spain	Civil Aviation Master Plan Expert
	1	0.2	Canada	Navigation Aids Consultant
	1	0.2	Canada	Air Traffic Control Consultant
	1	0.1	Canada	Air Traffic Control Consultant
	1	0.1	Canada	Air Traffic Control Consultant
	1	0.2	Canada	Air Traffic Control Consultant
Ecuador	1	0.2	Canada	Radar Consultant
	1	0.5	Chile	Aerodromes, Air Routes and Ground Aids Engineer
	1	0.5	Chile	Airport Engineer
	1	0.6	Venezuela	Civil Aviation Adviser/Project Coordinator
	1	0.1	Canada	Communications Consultant
	1	0.1	Canada	Communications Consultant
	1	0.5	Canada	Communications Consultant
	1	0.3	Canada	Communications Consultant
	1	0.1	Canada	Airfield Lighting Consultant
	1	0.1	Canada	Airfield Lighting Consultant
	1	0.5	United States	Aviation Security Expert
	1	0.5	United States	Rescue and Fire Fighting Expert
	1	0.5	Canada	Navigation Aids Consultant
	1	0.1	Canada	Navigation Aids Consultant
	1	0.4	Canada	Navigation Aids Consultant
	1	0.5	Spain	Airport Operations Expert
Guatemala	1	0.2	Ecuador	Airport Engineer
	1	0.2	Peru	Civil Aviation Expert
	1	0.2	Chile	Aerodromes, Air Routes and Ground Aids Engineer

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Recipient country/area	Vacant posts filled	Contract (work-months)	Nationality of Expert	Title of Expert
	1	0.3	Venezuela	Civil Aviation Adviser/Project Coordinator
	1	0.2	United States	Aviation Security Expert
	1	0.2	United States	Rescue and Fire Fighting Expert
	1	0.2	Spain	Airport Operations Expert
Mexico	1	1.2	Spain	Training Administration Expert
Panama	1	0.1	United States	Ground Support Equipment Consultant
	1	0.1	United States	Ground Support Equipment Consultant
	1	0.5	Uruguay	Air Traffic Services Approach Procedures Development Consultant
	1	0.3	Brazil	Radar Consultant
	1	0.3	Brazil	Radar Consultant
	1	0.9	Ecuador	Airport Engineer
	1	0.6	Ecuador	Airport Engineer
	1	0.4	Ecuador	Airport Engineer
	1	0.4	Ecuador	Airport Engineer
	1	0.5	Ecuador	Airport Engineer
	1	0.5	Ecuador	Airport Engineer
	1	0.6	Ecuador	Airport Engineer
	1	0.2	United Kingdom	Information Technology Expert
	1	0.1	Canada	Ground Support Equipment Consultant
	1	0.1	Canada	Ground Support Equipment Consultant
	1	0.1	United States	Fire Fighting Consultant
	1	0.1	Belgium	Electro-Mechanical Engineer
	1	0.4	Belgium	Mechanical Engineering Consultant
	1	0.2	Belgium	Electro-Mechanical Engineer
	1	0.2	Canada	Airfield Lighting Consultant
	1	1.7	Peru	Airport Topographer Expert
	1	0.3	Ireland	Information Technologist
	1	0.6	Ecuador	Airport Architect
	1	0.2	Ecuador	Airport Architect
	1	0.5	Ecuador	Airport Architect
	1	0.9	Ecuador	Airport Architect
	1	0.4	Ecuador	Airport Architect
	1	0.6	Ecuador	Airport Architect
	1	0.5	United States	Rescue and Fire Fighting Expert
	1	0.9	Chile	Business Planning Expert
	1	3.0	Chile	Civil Aviation Adviser/Project Coordinator
Peru	1	0.6	Canada	Aircraft Operations Expert
	1	0.3	Argentina	Aircraft Operations Consultant
	1	0.7	Brazil	Institutional Aspects Consultant
	1	0.5	Canada	Communications, Navigation and Surveillance Expert
	1	1.4	Canada	Communications, Navigation and Surveillance Expert
	1	3.0	Ecuador	Safety Oversight/Aircraft Operations Expert
Trinidad and Tobago	1	0.1	Canada	Navigation Aids Consultant
	1	0.1	Canada	Communications Consultant
	1	0.5	Canada	Communications Consultant
	1	0.3	Canada	Navigation Aids Consultant

Recipient country/area	Vacant posts filled	Contract (work-months)	Nationality of Expert	Title of Expert
	1	0.1	Canada	Communications Consultant
	1	0.1	Canada	Navigation Aids Consultant
	1	0.1	Canada	Navigation Aids Consultant
	1	0.2	Canada	Navigation Aids Consultant
	1	0.3	Canada	Navigation Aids Consultant
	1	0.1	Canada	Navigation Aids Consultant
	1	0.1	Canada	Navigation Aids Consultant
	1	0.2	Canada	Communications Consultant
	1	0.1	Canada	Navigation Aids Consultant
	1	0.2	Canada	Navigation Aids Consultant
Venezuela	1	0.3	United States	Aerodrome Architect
	1	0.1	Canada	Radar Consultant
	1	0.2	Canada	Radar Consultant
	1	0.3	Canada	Radar Consultant
	1	0.2	Canada	Meteorology Consultant
	1	0.1	Canada	Meteorology Consultant
	1	0.1	Canada	Meteorology Consultant
	1	0.1	Canada	Ground Support Equipment Consultant
	1	0.1	Canada	Ground Support Equipment Consultant
	1	0.2	Peru	Project Formulation Consultant
	1	0.2	Peru	Civil Aviation Expert
	1	0.2	Peru	Civil Aviation Adviser
	1	0.1	Canada	Navigation Aid Consultant
	1	0.2	Canada	Navigation Aids Consultant
	1	0.1	Canada	Helicopter Consultant
	1	0.1	Canada	Helicopter Consultant
	1	0.3	Argentina	Aircraft Operations Expert
	1	0.6	Canada	Communications Consultant
	1	0.3	Canada	Communications Consultant
	1	0.2	Canada	Communications Consultant
	1	0.2	Canada	Communications Consultant
	1	0.5	Canada	Communications Consultant
	1	0.2	Canada	Communications Consultant
	1	0.2	Canada	Communications Consultant
	1	0.2	Canada	Communications Consultant
	1	0.2	Canada	Communications Consultant
	1	0.2	Canada	Communications Consultant
	1	0.2	Canada	Communications Consultant
	1	0.2	Canada	Navigation Aids Consultant
	1	0.2	Canada	Navigation Aids Consultant
	1	0.1	Canada	Navigation Aids Consultant
	1	0.3	Canada	Navigation Aids Consultant
	1	0.2	Canada	Navigation Aids Consultant
	1	0.2	Canada	Navigation Aids Consultant
	1	0.4	Canada	Control Tower Equipment Consultant
	1	0.2	Canada	Control Tower Equipment Consultant
Latin America Region	1	0.4	Canada	Aircraft Operations Expert
	1	0.6	Brazil	Institutional Aspects Consultant
	1	0.1	Brazil	Institutional Aspects Consultant
TOTAL	171	54.6		

Recipient country/area	Vacant posts filled	Contract (work-months)	Nationality of Expert	Title of Expert
ASIA AND THE PACIFIC				
Afghanistan	1	0.7	Canada	Navigation Aids Consultant
	1	1.0	India	Airline Management and Operations Expert
	1	0.1	Canada	Ground Support Equipment Consultant
	1	0.1	Canada	Communication, Navigation and Surveillance/ Air Traffic Management Consultant
	1	1.0	United States	Flight Safety Expert
	1	1.0	India	Air Transport Economist
	1	1.0	India	Civil Aviation Organization and Management Consultant/Team Leader
	1	6.0	Finland	Air Traffic Management Expert
	1	0.1	Canada	Project Formulation Consultant
	1	0.4	Canada	Project Formulation Consultant
	1	1.0	India	Aerodrome Engineer
	1	0.5	Canada	Project Formulation Consultant
	1	0.2	Canada	Project Formulation Consultant
	1	1.0	India	Electro-Mechanical Engineer
	1	1.0	United Kingdom	Aviation Security Expert
	1	6.0	India	Communications, Navigation and Surveillance Expert
	1	0.3	Canada	Very High Frequency Omnidirectional Radio Range/Distance Measuring Equipment Approach Procedure Consultant
China	1	12.0	Canada	Airworthiness Expert
China (Macao SAR)	1	0.1	Canada	Consultant — Technical Reports
India	1	0.1	Canada	Airspace Planning Consultant
	1	0.1	India	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Consultant — Technical Reports
	1	0.8	Canada	Aeronautical Study Expert
	1	0.7	Canada	Services/Operations (PANS-OPS) Procedures Consultant
	1	0.2	Spain	Airport Planning, Development and Operations Consultant
Indonesia	1	2.0	United States	Aviation Security Consultant
	1	0.5	Canada	Chief Technical Adviser
	1	0.1	Canada	Project Formulation Consultant
	1	0.2	Canada	Technical Reports Consultant
	1	0.2	Canada	Technical Reports Consultant
	1	0.2	Canada	Technical Reports Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	4.0	Australia	Aerodrome Certification Consultant
Lao People's Democratic Republic	1	0.5	United Kingdom	Project Formulation Consultant
Maldives	1	2.5	New Zealand	Aviation Security Consultant

Recipient country/area	Vacant posts filled	Contract (work-months)	Nationality of Expert	Title of Expert
Nepal	1	3.5	France	Privatization Expert/Chief Technical Adviser
	1	2.5	India	Airline Management Expert
	1	2.6	Canada	Air Traffic Services Certification Consultant
	1	2.5	India	Airline Assets Valuation Expert
	1	0.2	Canada	Project Formulation Consultant
	1	3.6	Australia	Aerodrome Certification and Safety Training Expert
Philippines	1	0.1	India	Project Formulation Consultant
	1	0.1	India	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.2	Australia	Aerodrome Engineer
Republic of Korea	1	0.1	Canada	Technical Reports Consultant
	1	0.7	Canada	Procedures for Air Navigation Services/Operations (PANS-OPS) Procedures Expert
Singapore	1	0.1	India	Project Formulation Consultant
Sri Lanka	1	1.1	Australia	Aerodrome Certification Expert
Thailand	1	12.0	Malaysia	Electrical/Mechanical Coordinator
	1	12.0	United States	Flight Operations Expert/Chief Technical Adviser
	1	1.0	United Kingdom	Information Technology Systems Expert
	1	4.0	United Kingdom	Information Technology Systems Expert
	1	1.5	Australia	Airworthiness Expert
	1	11.0	Netherlands	Aerodrome Manual Expert
	1	2.0	Netherlands	Catering Operations Expert
	1	5.0	Peru	Scheduling and Database Specialist
	1	1.0	Australia	Human Resource/Training Expert
	1	12.0	Australia	Human Resources and Training Coordinator
	1	0.1	Canada	Project Formulation Consultant
	1	0.3	Canada	Project Formulation Consultant
	1	0.3	Canada	Project Formulation Consultant
	1	3.5	Canada	Airline Operations Control Expert
	1	4.0	United Kingdom	Airline Passenger and Baggage Expert
	1	1.2	United Kingdom	Airline Passenger and Baggage Handling Systems Expert
	1	1.0	Canada	Cargo Systems and Ground Support Equipment Services Expert
	1	4.0	Canada	Cargo Operations Expert
	1	0.5	Australia	Aviation Security Consultant
	1	3.5	Canada	Ground Services Equipment, Ramp and Aircraft Maintenance Coordinator
1	0.1	India	Project Formulation Consultant	
1	0.2	German	Human Resources Consultant	
1	0.2	Germany	Human Resources Consultant	
1	0.2	Germany	Human Resources Consultant	
1	2.0	Australia	Airport Function Specialist	
1	3.0	Ireland	Information Technology Systems Coordinator	
1	12.0	Ireland	Information Technology Systems Coordinator	
1	0.3	United Kingdom	Project Formulation Consultant	

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Recipient country/area	Vacant posts filled	Contract (work-months)	Nationality of Expert	Title of Expert
	1	1.8	United Kingdom	Flight Operations Expert
	1	0.3	United Kingdom	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Technical Reports Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	4.0	Canada	Airline Operations Logistics and Training Expert/Team Leader
	1	1.5	Canada	Airline Operations/Transfer Expert/Team Leader
	1	11.0	United Kingdom	Airport Security Expert/Team Leader
	1	6.0	United Kingdom	Aviation Security Coordinator
	1	12.0	Sri Lanka	Passenger Terminal Operations Coordinator
	1	3.0	Germany	Procedure Development Coordinator (Document Management Specialist)
	1	0.1	Bulgaria	Human Resources Consultant
	1	0.2	Bulgaria	Human Resources Consultant
	1	0.1	Bulgaria	Human Resources Consultant
	1	4.0	United Kingdom	Baggage Coordinator
	1	5.0	United Kingdom	Baggage Coordinator
	1	7.0	Netherlands	Business and Services Coordinator
	1	12.0	Netherlands	Airside Operations Coordinator
Viet Nam	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.5	Australia	Aviation Security Consultant
Asia and the Pacific Region	1	0.3	India	Technical Cooperation Consultant
	1	0.1	India	Project Formulation Consultant
	1	0.2	Canada	Project Formulation Consultant
	1	0.1	India	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	India	Project Formulation Consultant
	1	0.1	Canada	Technical Reports Consultant
	1	0.4	India	Project Formulation Consultant
	1	0.1	India	Project Formulation Consultant
	1	0.5	Canada	Project Formulation Consultant
	1	0.3	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.3	Canada	Project Formulation Consultant
	1	0.2	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Technical Cooperation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.2	Canada	Project Formulation Consultant
	1	0.3	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Technical Cooperation Consultant
	1	0.2	Canada	Project Formulation Consultant

Recipient country/area	Vacant posts filled	Contract (work-months)	Nationality of Expert	Title of Expert
	1	0.1	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.3	Canada	Very High Frequency Omnidirectional Radio Range/Distance Measuring Equipment Approach Procedure Consultant
	1	0.4	Canada	Project Formulation Consultant
	1	0.5	Canada	Project Formulation Consultant
	1	0.1	Canada	Regional Consultant — Global Positioning Systems Approach
TOTAL	135	236.6		
EUROPE AND THE MIDDLE EAST				
Bosnia and Herzegovina	1	6.0	United Kingdom	Director, Air Traffic Services — OPAS
	1	11.0	Canada	Junior Administrative Finance Officer — OPAS
	1	0.1	Canada	Project Formulation Consultant
Cyprus	1	1.0	Greece	Aviation Security Expert
Egypt	1	0.2	Canada	Airfield Lighting Consultant
Kosovo (Province of Serbia and Montenegro)	1	0.1	Canada	Radar Consultant
	1	0.2	Canada	Radar Consultant
	1	0.1	Canada	Radar Consultant
	1	0.5	Canada	Radar Consultant
	1	0.1	Canada	Ground Support Equipment Consultant
	1	0.2	Canada	Ground Support Equipment Consultant
	1	0.1	Canada	Ground Support Equipment Consultant
	1	0.1	Canada	Ground Support Equipment Consultant
	1	12.0	Comoros	Civil Aviation Technical Expert/Deputy Head of Civil Aviation Regulatory Office
	1	0.2	Finland	Aircraft Accident/Incident Investigation Consultant
	1	1.5	United Kingdom	Aviation Security Adviser
	1	1.2	United Kingdom	Aviation Security Adviser
	1	3.0	United Kingdom	Aviation Security Expert
	1	2.0	Canada	Aviation Legislation Support Expert
	1	0.5	Germany	Rescue and Fire Fighting Airport Emergency Planning Consultant
	1	0.5	Germany	Rescue and Fire Fighting Airport Emergency Planning Consultant
	1	0.2	Germany	Rescue and Fire Fighting Airport Emergency Planning Consultant
	1	1.5	Canada	Aerodrome Certification Expert
	1	0.6	Canada	Aerodrome Certification Expert
	1	1.1	Canada	Aerodrome Certification Expert
	1	1.2	Canada	Aerodrome Certification Expert
	1	0.3	Canada	Senior Airport Planner
Lebanon	1	0.3	United Kingdom	Aviation Security Consultant
	1	2.0	France	Training Management Expert

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Recipient country/area	Vacant posts filled	Contract (work-months)	Nationality of Expert	Title of Expert
	1	12.0	Canada	Senior Airworthiness Inspector — OPAS/Project Coordinator
	1	0.1	Canada	Flight Simulator Consultant
	1	0.1	Canada	Flight Simulator Consultant
Libyan Arab Jamahiriya	1	1.0	Canada	Radar System Expert
	1	0.1	Canada	Aircraft Consultant
	1	0.1	Canada	Aircraft Consultant
	1	0.4	Canada	Communications, Navigation and Surveillance Implementation Planning Specialist
Romania	1	5.0	United Kingdom	TRAINAIR Course Development Expert
Russian Federation	1	0.2	Bulgaria	Flight Safety Expert
Saudi Arabia	1	12.0	Pakistan	Airport Electrical Engineer (OPAS)
	1	12.0	United States	Air Transport Legal Expert — OPAS
	1	12.0	United States	Airworthiness Inspector/Engineer (Avionics) — OPAS
	1	12.0	Canada	Air Traffic Services Instructor — OPAS
	1	12.0	Austria	Electro-Mechanical Engineer — OPAS
	1	12.0	Canada	Cost Estimator — OPAS
	1	12.0	Canada	Airworthiness Engineer (Structures) — OPAS
	1	6.0	Brazil	Senior Radar Engineer
Syrian Arab Republic	1	0.2	Canada	Communications Consultant
	1	0.5	United States	Ground Support Equipment Consultant
	1	0.2	Canada	Meteorology Consultant
	1	0.1	Canada	Meteorology Consultant
	1	0.1	Canada	Meteorology Consultant
	1	0.3	Canada	Airframe Consultant
	1	0.3	Canada	Ground Support Equipment Consultant
	1	0.3	Canada	Ground Support Equipment Consultant
	1	0.3	Canada	Ground Support Equipment Consultant
	1	0.1	United Kingdom	Aviation Security Consultant
	1	0.5	United Kingdom	Aviation Security Consultant
	1	0.2	United Kingdom	Aviation Security Consultant
	1	0.1	United Kingdom	Aviation Security Consultant
	1	0.1	United Kingdom	Aviation Security Consultant
	1	0.2	United Kingdom	Aviation Security Consultant
	1	0.1	Canada	Civil Engineer
	1	0.3	Canada	Civil Engineer
	1	0.3	Canada	Communications Consultant
	1	0.2	Canada	Airport Building Planner
	1	0.4	Brazil	Aerodrome and Environmental Evaluation Consultant
	1	0.6	Canada	Mechanical Engineer
	1	0.1	Canada	Training Consultant
	1	0.1	Canada	Airfield Lighting Consultant
	1	0.6	Canada	Airfield Lighting Consultant
	1	0.2	Canada	Airfield Lighting Consultant
	1	0.4	Canada	Airfield Lighting Consultant
	1	0.1	Canada	Airfield Lighting Consultant

Recipient country/area	Vacant posts filled	Contract (work-months)	Nationality of Expert	Title of Expert
	1	0.2	Canada	Airfield Lighting Consultant
	1	0.1	Canada	Airfield Lighting Consultant
	1	0.2	Canada	Airfield Lighting Consultant
	1	0.1	Canada	Project Formulation Consultant
	1	0.3	Canada	Closed-Circuit Television Consultant
	1	0.1	Canada	Draftsman
	1	0.2	Canada	Airport Planning Consultant
	1	0.2	Canada	Airport Planning Engineer/Team Leader
	1	0.5	Canada	Civil Aviation Training Consultant
Tunisia	1	0.2	France	Search and Rescue Evaluation Expert
Europe and the Middle East Region	1	0.4	Canada	Project Formulation Consultant
	1	0.1	Canada	Project Formulation Consultant
TOTAL	85	166.3		
GRAND TOTAL	425	492.2		

EXPERTS ASSIGNED BY NATIONALITY: 428

	No. of Experts	Work-months
Argentina	2	0.6
Australia	10	26.4
Austria	1	12.0
Belgium	4	12.7
Brazil	17	11.2
Bulgaria	4	0.6
Canada*	251	146.4
Chile	6	17.1
Comoros	1	12.0
Denmark	1	0.2
Ecuador	17	10.9
Finland	2	6.2
France	4	11.7
Germany	7	4.8
Greece	1	1.0
India	21	17.8
Ireland	3	15.3
Italy	1	12.0
Malaysia	1	12.0
Mali	1	6.0
Netherlands	4	32.0
New Zealand	1	2.5
Pakistan	1	12.0
Peru	6	7.5
Portugal	3	6.7
South Africa	3	0.4
Spain	6	3.7
Sri Lanka	1	12.0
United Kingdom	27	59.0
United States	17	42.2
Uruguay	2	0.9
Venezuela	2	0.9
TOTAL	428	516.7

* In line with the new policy on core staff in which Consultants resident in Montréal undertake short-term assignments mainly at Headquarters, 221 of the 251 Canadian Experts served on assignments of two weeks or less.

MAJOR FIELDS OF EXPERTISE RECRUITED DURING PERIOD UNDER REVIEW

Posts filled	
Civil Aviation Administration	47
Field Project Administration	44
Aviation Electronics	108
Aviation Training	8
Aircraft Accident Investigation/Prevention	1
Airport Planning, Development and Operations	111
Airport Operations	22
Aeronautical Meteorology	10
Aircraft Operations	31
Aviation Security	19
Air Traffic Services	16
Aircraft Airworthiness, Manufacturing and Maintenance	7

**SELECTION OF DEVELOPING COUNTRY EXPERTS
(Excluding appointments of one month or less)**

	No. of posts	Percentage of total
Posts filled by host Government selection:		
Developing country candidates	18	24.7%
Other nationalities	55	75.3%
Total posts filled	73	
Posts for which developing country candidates were nominated	26	35.6%

APPENDIX 11. FELLOWSHIP AWARDS MADE DURING 2004 UNDER ICAO PROGRAMMES

NUMBER OF FELLOWSHIPS AWARDED DURING PERIOD 1 JANUARY TO 31 DECEMBER 2004: 553

Fellowships awarded for training centres in the developing world: 222 (40.1 % of above total)

Note.— In this Appendix, the grouping of recipient countries/areas into regions follows UNDP practice, which differs slightly from that of ICAO.

Recipient country/area	No. of awards	Field of training	Country/area of training	Duration (months)
AFRICA				
Djibouti	1	Civil Aviation Administration and Legislation	Singapore	1.0
Ethiopia	2	Civil Aviation Administration and Legislation	Singapore	2.0
Lesotho	1	Civil Aviation Administration and Legislation	Singapore	1.0
Mauritania	1	Air Traffic Control and Search and Rescue Services	Singapore	0.5
Niger	1	Management	Singapore	1.0
Somalia	2	Aeronautical Communications Operations	Kenya	8.0
	1	Aeronautical Communications Operations	Zambia	6.0
	4	Aeronautical Information Services	Kenya	11.5
	2	Aeronautical Information Services	South Africa	1.0
	1	Aeronautical Meteorological Services	Kenya	4.0
	25	Air Traffic Control and Search and Rescue Services	Kenya	71.5
	4	Airport Rescue and Fire Fighting Services	Zambia	10.0
United Republic of Tanzania	1	Management	Singapore	1.0
	1	Management	Singapore	0.5
TOTAL	47			119.0
AMERICAS (includes Caribbean)				
Argentina	2	Aeronautical Meteorological Services	Brazil	1.0
	2	Air Traffic Control and Search and Rescue Services	Brazil	1.0
	4	Air Traffic Control and Search and Rescue Services	Peru	2.0
	2	Air Traffic Control and Search and Rescue Services	Peru	1.0
	1	Air Traffic Control and Search and Rescue Services	Peru	0.5
	1	Aircraft Maintenance and Airworthiness	Peru	0.5

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Recipient country/area	No. of awards	Field of training	Country/area of training	Duration (months)
	3	Civil Aviation Administration and Legislation	Peru	1.5
	2	Management	Bolivia	1.0
	1	Management	Colombia	0.5
	2	Management	Guatemala	1.0
	1	Management	Singapore	0.5
Barbados	1	Air Traffic Control and Search and Rescue Services	Peru	0.5
	1	Management	Guatemala	0.5
	1	Training Technology	Canada	1.0
Belize	1	Management	Bolivia	0.5
	2	Management	Guatemala	1.0
Bolivia	1	Air Traffic Control and Search and Rescue Services	Brazil	0.5
	4	Air Traffic Control and Search and Rescue Services	Peru	2.0
	2	Air Traffic Control and Search and Rescue Services	Peru	1.0
	1	Air Traffic Control and Search and Rescue Services	Peru	0.5
	2	Aircraft Maintenance and Airworthiness	Peru	1.0
	4	Civil Aviation Administration and Legislation	Peru	2.0
	1	Flight Operations Services	Peru	0.5
	1	Management	Bolivia	0.5
	1	Management	Colombia	0.5
Brazil	8	Accident Investigation and Prevention	United States	4.0
	1	Aircraft Maintenance and Airworthiness	Peru	0.5
	1	Aircraft Maintenance and Airworthiness	Peru	0.5
	5	Airport Engineering and Maintenance	Mexico	7.5
	3	Airport Engineering and Maintenance	United States	1.5
	1	Civil Aviation Administration and Legislation	Argentina	0.5
	2	Civil Aviation Administration and Legislation	Netherlands	1.0
	2	Management	Bolivia	1.0
	3	Management	Ecuador	1.5
	2	Management	Guatemala	1.0
	1	Management	Peru	0.5
	2	Management	Singapore	1.0
	7	Management	United States	3.5
Central America (Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua and Panama)	1	Air Traffic Control and Search and Rescue Services	Singapore	0.5
	1	Management	Singapore	1.0
	1	Management	Singapore	0.5
	1	Management	Singapore	0.5
Chile	2	Aircraft Maintenance and Airworthiness	Peru	1.0
	4	Civil Aviation Administration and Legislation	Peru	2.0
	2	Management	Colombia	1.0
Colombia	1	Aeronautical Communications and Nav aids Maintenance	Mexico	0.5
	2	Air Traffic Control and Search and Rescue Services	Peru	1.0
	1	Air Traffic Control and Search and Rescue Services	Peru	0.5
	1	Management	Bolivia	0.5
	10	Management	Colombia	5.0

Recipient country/area	No. of awards	Field of training	Country/area of training	Duration (months)
	1	Management	Guatemala	0.5
Costa Rica	1	Aeronautical Meteorological Services	Brazil	0.5
	2	Management	Bolivia	1.0
	2	Management	Colombia	1.0
Cuba	2	Aeronautical Communications Operations	El Salvador	1.0
	1	Air Traffic Control and Search and Rescue Services	Peru	0.5
	2	Aircraft Maintenance and Airworthiness	Peru	1.0
	4	Civil Aviation Administration and Legislation	Peru	2.0
	5	Management	Bolivia	2.5
	3	Management	Colombia	1.5
	2	Management	Guatemala	1.0
	2	Management	Mexico	1.0
Dominican Republic	2	Management	Colombia	1.0
Ecuador	1	Accident Investigation and Prevention	Brazil	0.5
	2	Accident Investigation and Prevention	Peru	1.0
	10	Aeronautical Communications and Nav aids Maintenance	France	5.0
	4	Aeronautical Meteorological Services	Argentina	3.0
	3	Air Traffic Control and Search and Rescue Services	Brazil	1.5
	39	Air Traffic Control and Search and Rescue Services	Chile	19.5
	9	Air Traffic Control and Search and Rescue Services	Peru	4.5
	2	Air Transport	Brazil	1.0
	3	Aircraft Maintenance and Airworthiness	Peru	1.5
	2	Aircraft Maintenance and Airworthiness	United States	1.0
	1	Airline Cabin and Support Services	United States	0.5
	2	Airport Engineering and Maintenance	Mexico	1.0
	6	Aviation Medicine	Venezuela	3.0
	2	Civil Aviation Administration and Legislation	Argentina	1.0
	5	Civil Aviation Administration and Legislation	Brazil	5.0
	2	Civil Aviation Administration and Legislation	Peru	1.0
	2	Civil Aviation Administration and Legislation	Peru	1.0
	2	Flight Operations Services	France	1.0
	6	Flight Operations Services	United States	4.0
	3	Management	Argentina	4.5
	2	Management	Bolivia	1.0
	2	Management	Colombia	1.0
El Salvador	1	Air Traffic Control and Search and Rescue Services	Brazil	0.5
	2	Management	Colombia	1.0
	2	Management	Guatemala	1.0
Guatemala	2	Air Traffic Control and Search and Rescue Services	Peru	1.0
	1	Management	Bolivia	0.5
	2	Management	Colombia	1.0
	9	Management	Guatemala	4.5
Guyana	1	Air Traffic Control and Search and Rescue Services	Peru	0.5
	1	Air Traffic Control and Search and Rescue Services	Peru	0.5
Haiti	1	Air Traffic Control and Search and Rescue Services	Peru	0.5

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Recipient country/area	No. of awards	Field of training	Country/area of training	Duration (months)
Honduras	2	Aeronautical Communications Operations	El Salvador	1.0
	2	Aeronautical Meteorological Services	Brazil	1.0
	2	Air Traffic Control and Search and Rescue Services	Brazil	1.0
	6	Air Traffic Control and Search and Rescue Services	Peru	3.0
	3	Management	Colombia	1.5
	2	Management	Guatemala	1.0
	1	Management	Mexico	0.5
Jamaica	2	Management	Guatemala	1.0
Mexico	2	Management	Bolivia	1.0
	2	Management	Colombia	1.0
	2	Management	Guatemala	1.0
Montserrat	1	Air Traffic Control and Search and Rescue Services	Peru	0.5
Netherlands Antilles	2	Management	Colombia	1.0
Nicaragua	2	Management	Bolivia	1.0
	1	Management	Colombia	0.5
	2	Management	Guatemala	1.0
Panama	1	Air Traffic Control and Search and Rescue Services	Argentina	0.5
	2	Air Traffic Control and Search and Rescue Services	Brazil	1.0
	1	Air Traffic Control and Search and Rescue Services	Peru	0.5
	2	Air Traffic Control and Search and Rescue Services	Peru	1.0
	2	Air Traffic Control and Search and Rescue Services	Peru	1.0
	2	Aircraft Maintenance and Airworthiness	Peru	1.0
	2	Airport Engineering and Maintenance	Spain	1.0
	2	Civil Aviation Administration and Legislation	Peru	1.0
	2	Civil Aviation Administration and Legislation	Peru	1.0
	1	Civil Aviation Administration and Legislation	Singapore	0.5
	2	Management	Colombia	1.0
	4	Management	Guatemala	2.0
	1	Management	Singapore	0.5
	3	Management	United States	1.5
Paraguay	2	Aeronautical Meteorological Services	Brazil	1.0
	2	Air Traffic Control and Search and Rescue Services	Brazil	1.0
	3	Air Traffic Control and Search and Rescue Services	Peru	1.5
	1	Air Traffic Control and Search and Rescue Services	Peru	0.5
	2	Aircraft Maintenance and Airworthiness	Peru	1.0
	2	Civil Aviation Administration and Legislation	Peru	1.0
	2	Civil Aviation Administration and Legislation	Peru	1.0
	2	Management	Bolivia	1.0
	1	Management	Colombia	0.5
	2	Management	Guatemala	1.0
	Peru	1	Accident Investigation and Prevention	Argentina
1		Air Traffic Control and Search and Rescue Services	Brazil	0.5
1		Air Traffic Control and Search and Rescue Services	Brazil	0.5
1		Air Traffic Control and Search and Rescue Services	United States	1.0
2		Aircraft Maintenance and Airworthiness	Colombia	1.0
1		Aircraft Maintenance and Airworthiness	Mexico	0.5

Recipient country/area	No. of awards	Field of training	Country/area of training	Duration (months)
	1	Aircraft Maintenance and Airworthiness	Peru	0.5
	2	Aircraft Maintenance and Airworthiness	Peru	1.0
	2	Aircraft Maintenance and Airworthiness	Russian Federation	1.0
	6	Aircraft Maintenance and Airworthiness	United States	3.0
	2	Civil Aviation Administration and Legislation	Argentina	1.0
	1	Civil Aviation Administration and Legislation	Canada	0.5
	2	Civil Aviation Administration and Legislation	United States	1.0
	2	Flight Operations Services	France	1.0
	2	Flight Operations Services	Russian Federation	2.0
	2	Flight Operations Services	Ukraine	1.0
	17	Flight Operations Services	United States	8.5
	3	Management	Bolivia	1.5
	2	Management	Colombia	1.0
	2	Management	Cuba	1.0
	4	Management	Ecuador	2.0
	2	Management	Mexico	1.0
	2	Management	Peru	1.0
	1	Management	United States	0.5
Saint Vincent and the Grenadines	2	Management	Bolivia	1.0
Uruguay	1	Air Traffic Control and Search and Rescue Services	Brazil	0.5
	2	Air Traffic Control and Search and Rescue Services	Peru	1.0
	2	Aircraft Maintenance and Airworthiness	Peru	1.0
	2	Civil Aviation Administration and Legislation	Peru	1.0
	2	Civil Aviation Administration and Legislation	Peru	1.0
	2	Management	Bolivia	1.0
	2	Management	Colombia	1.0
Venezuela	2	Aeronautical Meteorological Services	Brazil	1.0
	2	Aircraft Maintenance and Airworthiness	Peru	1.0
	3	Civil Aviation Administration and Legislation	Peru	1.5
	3	Management	Bolivia	1.5
	2	Management	Colombia	1.0
	2	Management	Guatemala	1.0
TOTAL	441			236.0
ASIA AND THE PACIFIC				
Bangladesh	1	Civil Aviation Administration and Legislation	Singapore	1.0
	1	Management	Singapore	1.0
Democratic People's Republic of Korea	2	Aeronautical Information Services	Thailand	4.0
	4	Air Traffic Control and Search and Rescue Services	China	8.0
Fiji	1	Management	Singapore	0.5
Indonesia	1	Air Traffic Control and Search and Rescue Services	Singapore	0.5
	1	Civil Aviation Administration and Legislation	Singapore	1.0
	3	Management	Singapore	1.5
Malaysia	1	Civil Aviation Administration and Legislation	Singapore	1.0

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Recipient country/area	No. of awards	Field of training	Country/area of training	Duration (months)
Philippines	3	Management	Canada	2.5
	1	Management	Singapore	0.5
	1	Training Technology	Japan	0.5
	2	Training Technology	Jordan	1.0
Republic of Korea	2	Training Technology	Jordan	1.0
Solomon Islands	1	Management	Singapore	0.5
	1	Management	Singapore	0.5
Thailand	1	Civil Aviation Administration and Legislation	Singapore	2.0
	1	Civil Aviation Administration and Legislation	Singapore	1.0
	4	Management	Canada	2.0
	1	Training Technology	Japan	0.5
Viet Nam	1	Air Traffic Control and Search and Rescue Services	Singapore	0.5
	1	Civil Aviation Administration and Legislation	Singapore	1.0
	2	Management	Singapore	1.5
	1	Management	Singapore	0.5
	2	Training Technology	Jordan	2.0
TOTAL	40			36.0
EUROPE AND THE MIDDLE EAST				
Algeria	1	Civil Aviation Administration and Legislation	Singapore	1.0
Bosnia and Herzegovina	7	Air Traffic Control and Search and Rescue Services	Czech Republic	14.5
	2	Training Technology	Czech Republic	1.0
Czech Republic	1	Management	Singapore	0.5
Jordan	2	Aircraft Maintenance and Airworthiness	United States	1.5
	1	Civil Aviation Administration and Legislation	Netherlands	0.5
	1	Training Technology	Canada	1.0
Kosovo (Province of Serbia and Montenegro)	1	Civil Aviation Administration and Legislation	Netherlands	3.5
	1	Management	Belgium	0.5
	1	Management	Canada/Switzerland	1.0
Romania	2	Training Technology	Canada	2.0
The Former Yugoslav Republic of Macedonia	1	Civil Aviation Administration and Legislation	Singapore	1.0
	1	Management	Singapore	1.0
Uzbekistan	1	Civil Aviation Administration and Legislation	Singapore	1.0
Yemen	2	Civil Aviation Administration and Legislation	Singapore	2.0
TOTAL	25			32.0

FELLOWSHIP AWARDS ISSUED GLOBALLY BY COUNTRY OF TRAINING

Country of training/area	No. of awards
Argentina	14
Belgium	1
Bolivia	33
Brazil	33
Canada	12
Chile	39
China	4
Colombia	46
Cuba	2
Czech Republic	9
Ecuador	7
El Salvador	4
France	14
Guatemala	37
Japan	2
Jordan	6
Kenya	32
Mexico	14
Netherlands	4
Peru	114
Russian Federation	4
Singapore	43
South Africa	2
Spain	2
Thailand	2
Ukraine	2
United States	59
Venezuela	6
Zambia	5
Multi-Country	
Canada/Switzerland	1
TOTAL	553

APPENDIX 12. EQUIPMENT PROCUREMENT AND SUBCONTRACTS

NUMBER OF EQUIPMENT AND SUBCONTRACT AWARDS WORTH U.S.\$20 000 OR MORE DURING PERIOD 1 JANUARY TO 31 DECEMBER 2004: 90

Total value: U.S.\$85 834 051

Awards issued valued at U.S.\$20 000 or more

Recipient country/area	Number of awards	Value (U.S.\$)	Supplier country/area	Funding source	Description
AFRICA					
Somalia	1	195 937	Canada	UNDP	Insurance for Somalia
	1	133 631	United Kingdom	UNDP	Transceiver
	1	50 000	Somalia	UNDP	Miscellaneous local purchases
	1	40 300	Somalia	UNDP	Rental of premises
	1	33 302	Somalia	UNDP	Local insurance
	1	23 139	Somalia	UNDP	Office premises security
Africa Region	1	23 438	Senegal	MSA	Rental of hotel rooms
TOTAL	7	499 747			
AMERICAS (includes Caribbean)					
Argentina	1	1 494 789	United States	CAPS	Aeronautical message handling system
Bolivia	1	30 880	Bolivia	TF	Computer equipment and digital clocks
Brazil	1	3 150 579	Brazil	MSA	Integrated Information Systems of Civil Aviation (SINTAC) Project
	1	96 628	Brazil	MSA	Medical assistance
	1	46 285	Brazil	MSA	Host Assembly
	1	28 188	Brazil	MSA	Monthly local purchases
	1	90 800	Brazil	MSA	Building renovation
	1	63 498	Brazil	MSA	Medical assistance
	1	46 285	Brazil	MSA	Host assembly
	1	21 716	Brazil	MSA	Monthly local purchases
	1	8 009 279	Brazil	CAPS	Radar System
Colombia	1	210 000	United States	UNDP	Review of airline accident report
	1	125 293	United Kingdom	UNDP	Very high frequency (VHF) spares
	1	35 469	Colombia	UNDP	100 pairs of headphones
	1	27 784	United States	UNDP	Distance measuring equipment (DME) spares

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Recipient country/area	Number of awards	Value (U.S.\$)	Supplier country/area	Funding source	Description
	1	20 318	United States	UNDP	Instrument landing system (ILS) spares
Dominican Republic	1	6 930 000	Spain	MSA	Air traffic control system
Ecuador	1	4 498 247	Spain	UNDP	Monopulse secondary surveillance radar
	1	706 497	Ecuador	UNDP	Computer equipment
	1	463 000	France	UNDP	Service contract
	1	193 363	Colombia	UNDP	Digital microwave links
	1	103 694	Ecuador	UNDP	Factory training
	1	80 640	Ecuador	UNDP	Mini loader
	1	47 000	Norway	UNDP	Maintenance visit on automated flight inspection system (AFIS) equipment
	1	37 646	Ecuador	UNDP	Fence
	1	27 960	Ecuador	UNDP	Fire detection and access control system
Panama	1	10 567 963	United States	MSA	Passenger boarding bridges
	1	391 950	Canada	TF	Master plan for airport
	1	355 600	Canada	TF	Development of baggage handling system
	1	260 946	Germany	MSA	Runway sweeper
	1	150 859	United States	TF	Vehicles spare parts
	1	150 000	Canada	TF	Technical assistance services contract
	1	83 500	Panama	TF	Runway lighting
	1	63 124	Canada	TF	Fire fighting equipment
	1	61 390	Belgium	TF	Precision approach patch indicator (PAPI) system
	1	47 370	United States	TF	ISO-FLEX Products
	1	44 958	Panama	TF	Trash cans
	1	42 635	United States	TF	Protection equipment
	1	41 263	Panama	TF	Boarding bridges spare parts
	1	38 908	United States	TF	Fire fighting protection
	1	31 000	Panama	TF	Stainless steel posts
	1	30 000	Panama	TF	Pick-up truck
	1	22 692	United States	TF	Airfield lighting equipment
	1	20 055	Panama	TF	Computer equipment
Peru	1	23 720	Canada	MSA	Training course
Trinidad and Tobago	1	803 732	Canada	CAPS	Localizer/distance measuring equipment (DME)
	1	416 724	Canada	CAPS	Non-directional beacon (NDB)
Venezuela	1	14 394 891	Italy	MSA	Radars
	1	2 538 535	Italy	MSA	Additional tools and services for radars
	1	1 498 887	United States	MSA	Passenger boarding bridges
	1	1 286 734	France	MSA	Very high frequency (VHF)/AM equipment
	1	1 032 640	United States	MSA	WGS-84
	1	545 684	United States	MSA	Instrument landing system (ILS)/ distance measuring equipment (DME)
	1	256 392	France	MSA	Additional Spares and Training
	1	118 044	United Kingdom	MSA	VHF-AM multimode transceivers
	1	107 963	United States	MSA	Transmitters
	1	97 387	Colombia	MSA	Microwave links
	1	31 831	Canada	MSA	World Area Forecast System (WAFS)
	1	4 581 489	Spain	MSA	Airport rescue and fire fighting vehicles
	1	2 989 929	Spain	MSA	Upgrade of control tower

Recipient country/area	Number of awards	Value (U.S.\$)	Supplier country/area	Funding source	Description
	1	2 040 768	United States	MSA	Doppler VHF omnidirectional range (DVOR)/DME, conventional VHF omnidirectional range (CVOR/DME)
	1	1 894 200	Spain	MSA	Refurbishment of control tower
	1	1 548 480	France	MSA	Very small aperture terminal (VSAT)
	1	761 250	Canada	MSA	COSPAS-SARSAT Ground Segment
	1	594 150	Israel	MSA	Helicopter
	1	434 168	France	MSA	Airport rescue and fire fighting vehicle and ambulance
	1	153 455	Venezuela	MSA	Access doors
Americas Region	1	50 000	France	TF	Extension of project activities
	1	24 820	France	TF	REDDIG backup network implementation
	1	21 420	Peru	TF	Course
TOTAL	70	69 738 023			
ASIA AND THE PACIFIC					
India	1	440 000	France	MSA	Feasibility study
Asia and the Pacific Region	1	50 000	Denmark	TF	Air traffic management safety management programme
TOTAL	2	490 000			
EUROPE AND THE MIDDLE EAST					
Bosnia and Herzegovina	1	50 712	Serbia and Montenegro	TF	Pilot training
	1	24 631	Belgium	TF	Air traffic control training
	1	24 361	Croatia	TF	Training
Kosovo (Province of Serbia and Montenegro)	1	1 598 898	Belgium	CAPS	Fire fighting vehicles
	1	384 662	Belgium	CAPS	Ambulance and service command vehicle
Sudan	1	333 475	Germany	CAPS	Airport security system
Syrian Arab Republic	1	3 454 427	Italy	CAPS	Airfield lighting equipment
	1	468 424	Italy	CAPS	Flight check services
	1	22 412	Germany	CAPS	Interlock system for power supply
Ukraine	1	525 000	Canada	CAPS	Evaluation services
	1	220 000	Canada	CAPS	Advisory services
TOTAL	11	7 107 002			

APPENDIX 13. TABLES RELATING TO CHAPTER 2

General Note.— The statistical data for 2004 appearing in this Report are to be considered as preliminary: experience shows that the margin of error for world totals is probably less than 2 per cent, except in the case of profit margins where it may be considerably higher. Unless otherwise noted:

- a) all statistical data are applicable to ICAO Contracting States;
- b) traffic statistics are for revenue scheduled services;
- c) the expression “tonne-kilometre” means metric tonne-kilometre;
- d) total airline financial statistics relate to non-scheduled as well as scheduled operations of scheduled airlines.

Table 1. World total revenue traffic — international and domestic
(scheduled services of airlines of ICAO Contracting States, 1995–2004)

Year	Passengers		Passenger-km		Freight tonnes		Freight tonne-km performed		Mail tonne-km performed		Total tonne-km performed	
	Millions	Annual increase %	Millions	Annual increase %	Millions	Annual increase %	Millions	Annual increase %	Millions	Annual increase %	Millions	Annual increase %
1995	1 304	5.8	2 248 210	7.1	22.2	8.3	83 130	7.7	5 630	4.1	293 930	7.5
1996	1 391	6.7	2 431 690	8.2	23.2	4.5	89 200	7.3	5 800	3.0	317 150	7.9
1997	1 457	4.7	2 573 010	5.8	26.4	13.8	102 880	15.3	5 990	3.3	344 190	8.5
1998	1 471	1.0	2 628 120	2.1	26.5	0.4	101 820	-1.0	5 760	-3.8	348 600	1.3
1999	1 562	6.2	2 797 800	6.5	28.1	6.0	108 660	6.7	5 720	-0.7	370 420	6.3
2000	1 672	7.0	3 037 530	8.6	30.4	8.2	118 080	8.7	6 050	5.8	403 960	9.1
2001	1 640	-1.9	2 949 550	-2.9	28.8	-5.3	110 800	-6.2	5 310	-12.2	388 150	-3.9
2002	1 639	-0.1	2 964 530	0.5	31.4	9.0	119 840	8.2	4 570	-13.9	397 120	2.3
2003 ¹	1 691	3.2	3 019 100	1.8	33.5	6.7	125 760	4.9	4 530	-0.9	407 670	2.7
2004	1 887	11.6	3 441 800	14.0	37.7	12.5	140 220	11.5	4 600	1.6	460 350	12.9

1. On 1 October 2002, the United States Department of Transportation implemented new air traffic data reporting rules which, inter alia, have affected the reporting of domestic all-cargo operations. Consequently, compared with 2002, the reported data for the United States for 2003 shows a significant shift of domestic freight traffic from non-scheduled operations to scheduled services with a corresponding impact on the world traffic shown above. It is estimated that if the traffic for United States carriers had been reported under the old rules, the increases for freight tonnes carried (6.7 per cent), freight tonne-kilometres (4.9 per cent) and total tonne-kilometres performed (2.7 per cent) would have been reduced to 2.4, 2.7 and 1.6 per cent, respectively.

Source.— ICAO Air Transport Reporting Form A plus ICAO estimates for non-reporting States.

Table 2. World revenue traffic — international
(scheduled services of airlines of ICAO Contracting States, 1995–2004)

Year	Passengers		Passenger-km		Freight tonnes		Freight tonne-km performed		Mail tonne-km performed		Total tonne-km performed	
	Millions	Annual increase %	Millions	Annual increase %	Millions	Annual increase %	Millions	Annual increase %	Millions	Annual increase %	Millions	Annual increase %
1995	375	8.1	1 249 160	9.3	13.0	10.2	70 340	8.7	2 400	7.1	189 430	9.4
1996	412	9.9	1 380 680	10.5	13.6	4.6	75 510	7.4	2 450	2.1	206 870	9.2
1997	438	6.3	1 468 150	6.3	15.7	15.4	87 740	16.2	2 490	1.6	227 390	9.9
1998	458	4.6	1 512 040	3.0	15.8	0.6	87 050	-0.8	2 480	-0.4	231 440	1.8
1999	493	7.6	1 622 250	7.3	17.3	9.5	93 280	7.2	2 480	0.0	247 610	7.0
2000	542	9.9	1 790 370	10.4	18.8	8.7	101 560	8.9	2 670	7.7	273 090	10.3
2001	536	-1.1	1 726 580	-3.6	18.0	-4.3	95 950	-5.5	2 660	-0.4	261 030	-4.4
2002	547	2.1	1 736 070	0.5	18.8	4.4	101 590	5.9	2 710	1.9	267 170	2.4
2003	561	2.6	1 738 510	0.1	19.6	4.3	103 130	1.5	2 710	0.0	268 420	0.5
2004	649	15.7	2 013 470	15.8	22.7	15.8	116 260	12.7	2 850	5.2	306 480	14.2

Source.— ICAO Air Transport Reporting Form A plus ICAO estimates for non-reporting States.

Table 3. Trends in load factors on scheduled services — international and domestic
(scheduled services of airlines of ICAO Contracting States, 1995–2004)

Year	Passenger-km	Seat-km	Passenger	Freight	Mail	Total	Total	Weight
	(millions)	available (millions)	load factor %	tonne-km (millions)	tonne-km (millions)	tonne-km performed (millions)	tonne-km available (millions)	load factor %
1995	2 248 210	3 358 600	67	83 130	5 630	293 930	492 050	60
1996	2 431 690	3 563 770	68	89 200	5 800	317 150	527 190	60
1997	2 573 010	3 727 900	69	102 880	5 990	344 190	566 410	61
1998	2 628 120	3 837 730	68	101 820	5 760	348 600	584 570	60
1999	2 797 800	4 050 780	69	108 660	5 720	370 420	614 460	60
2000	3 037 530	4 286 200	71	118 080	6 050	403 960	656 880	61
2001	2 949 550	4 271 860	69	110 800	5 310	388 150	660 000	59
2002	2 964 530	4 167 110	71	119 840	4 570	397 120	654 180	61
2003	3 019 100	4 227 860	71	125 760	4 530	407 670	673 460	61
2004	3 441 800	4 699 880	73	140 220	4 600	460 350	742 610	62

Source.— ICAO Air Transport Reporting Form A plus ICAO estimates for non-reporting States.

Table 4. Regional distribution of scheduled traffic — 2004

By ICAO statistical region of airline registration	Aircraft kilometres (millions)	Aircraft departures (thousands)	Passengers carried (thousands)	Passenger- kilometres performed (millions)	Passenger load factor (%)	Tonne-kilometres performed		Tonne- kilometres available (millions)	Weight load factor (%)
						Freight (millions)	Total (millions)		
Total (international and domestic) services of airlines of ICAO Contracting States									
Europe	7 470	6 380	499 080	919 930	74	36 930	123 770	182 970	68
Percentage of world traffic	25.6	26.9	26.5	26.7		26.3	26.9	24.6	
Africa	690	520	34 250	75 220	66	2 220	9 200	17 040	54
Percentage of world traffic	2.4	2.2	1.8	2.2		1.6	2.0	2.3	
Middle East	930	520	63 650	148 320	72	7 910	21 700	36 450	60
Percentage of world traffic	3.2	2.2	3.4	4.3		5.6	4.7	4.9	
Asia and Pacific	5 980	4 210	472 740	903 730	71	49 510	132 980	212 380	63
Percentage of world traffic	20.5	17.7	25.1	26.3		35.3	28.9	28.6	
North America	12 570	10 540	717 360	1 247 260	76	39 050	154 390	260 030	59
Percentage of world traffic	43.1	44.4	38.0	36.2		27.8	33.5	35.0	
Latin America and Caribbean	1 530	1 590	99 640	147 330	67	4 610	18 310	33 740	54
Percentage of world traffic	5.2	6.7	5.3	4.3		3.3	4.0	4.5	
Total	29 170	23 760	1 886 710	3 441 790	73	140 220	460 350	742 610	62
International services of airlines of ICAO Contracting States									
Europe	5 980	3 860	329 310	785 830	75	36 030	110 560	161 710	68
Percentage of world traffic	43.1	57.2	50.8	39.0		31.0	36.1	33.9	
Africa	530	240	19 680	64 330	66	2 130	8 130	15 170	54
Percentage of world traffic	3.8	3.6	3.0	3.2		1.8	2.7	3.2	
Middle East	810	330	42 660	132 930	71	7 810	20 210	33 860	60
Percentage of world traffic	5.8	4.9	6.6	6.6		6.7	6.6	7.1	
Asia and Pacific	3 240	960	144 270	588 000	72	44 800	100 880	155 290	65
Percentage of world traffic	23.3	14.2	22.2	29.2		38.5	32.9	32.6	
North America	2 530	950	83 390	354 350	79	21 650	54 540	89 240	61
Percentage of world traffic	18.2	14.1	12.9	17.6		18.6	17.8	18.7	
Latin America and Caribbean	790	410	29 200	88 030	69	3 850	12 150	21 260	57
Percentage of world traffic	5.7	6.1	4.5	4.4		3.3	4.0	4.5	
Total	13 880	6 740	648 510	2 013 470	74	116 260	306 480	476 540	64

Note.— The sum of the individual regions may not match the totals due to rounding.

Source.— ICAO Air Transport Reporting Form A plus ICAO estimates for non-reporting States.

Table 5. Tonne-kilometres and passenger-kilometres performed on scheduled services
(countries and groups of countries whose airlines performed more than 100 million total tonne-kilometres in 2004¹)

Country or group of countries	TONNE-KILOMETRES PERFORMED (millions) (passengers, freight and mail)								PASSENGER-KILOMETRES PERFORMED (millions)							
	Total operations (international and domestic)				International operations				Total operations (international and domestic)				International operations			
	Rank number in 2004	2004	2003	Increase or decrease (%)	Rank number in 2004	2004	2003	Increase or decrease (%)	Rank number in 2004	2004	2003	Increase or decrease (%)	Rank number in 2004	2004	2003	Increase or decrease (%)
United States	1	144 959	131 389	10	1	48 867	43 259	13	1	1 164 369	1 038 955	12	1	306 222	263 667	16
Germany	2	24 680	21 937	13	2	23 854	21 097	13	4	169 974	149 672	14	3	161 750	141 313	14
China ²	3	24 076	17 641	36	10	8 800	6 246	41	3	176 268	124 591	41	14	39 179	24 346	61
Hong Kong SAR ³		12 939	10 278	26		12 939	10 278	26		62 094	46 402	34		62 094	46 402	34
Macao SAR ⁴		319	198	61		319	198	61		2 127	1 566	36		2 127	1 566	36
Japan	4	22 431	21 071	6	4	16 206	14 643	11	5	154 362	146 856	5	5	84 223	73 610	14
United Kingdom	5	22 260	20 689	8	3	21 474	19 942	8	2	182 736	166 518	10	2	173 205	157 503	10
France	6	16 973	15 727	8	6	13 941	12 462	12	6	123 984	116 226	7	4	93 183	82 991	12
Singapore	7	14 880	13 062	14	5	14 880	13 062	14	9	79 088	65 387	21	6	79 088	65 387	21
Republic of Korea	8	13 875	12 134	14	7	13 213	11 402	16	12	65 874	57 624	14	9	59 240	50 104	18
Netherlands	9	12 519	11 382	10	8	12 513	11 374	10	10	76 119	69 236	10	7	76 056	69 156	10
Australia	10	11 075	9 524	16	11	7 273	6 212	17	7	94 811	83 886	13	10	54 712	49 244	11
Gulf States ⁵	11	10 905	8 275	32	9	10 891	8 259	32	11	68 113	51 896	31	8	67 971	51 763	31
Canada	12	9 886	8 816	12	14	5 978	5 406	11	8	87 025	76 328	14	11	51 151	45 875	12
Russian Federation	13	7 064	6 018	17	18	3 224	2 513	28	14	62 010	53 894	15	18	25 151	20 478	23
Spain	14	6 859	6 096	13	15	4 858	4 268	14	13	64 138	57 594	11	13	43 508	38 723	12
Malaysia	15	6 674	5 689	17	13	6 046	5 126	18	17	44 665	38 415	16	15	37 820	32 309	17
Thailand	16	6 597	5 920	11	12	6 220	5 579	11	15	51 779	45 449	14	12	47 801	41 910	14
Brazil	17	5 844	5 447	7	21	3 013	2 875	5	16	47 462	44 192	7	22	21 286	20 252	5
Italy	18	5 628	5 343	5	17	4 574	4 171	10	18	43 242	40 823	6	17	32 141	28 559	13
Luxembourg	19	4 722	4 397	7	16	4 722	4 397	7	104	573	548	5	100	573	548	5
India	20	4 197	3 410	23	26	2 457	2 011	22	19	38 638	31 196	24	21	21 380	17 221	24
Scandinavia ⁶	21	3 723	3 507	6	20	3 060	2 839	8	22	31 305	29 346	7	19	24 575	22 540	9
Mexico	22	3 650	3 300	11	29	1 985	1 739	14	21	31 903	28 927	10	26	15 487	13 517	15
New Zealand	23	3 307	3 203	3	23	2 970	2 902	2	25	24 710	23 280	6	20	21 536	20 440	5
South Africa	24	3 273	3 125	5	25	2 621	2 505	5	24	26 053	24 666	6	24	19 689	18 852	4
Ireland	25	3 217	2 573	25	19	3 216	2 572	25	20	34 605	27 441	26	16	34 597	27 433	26
Saudi Arabia	26	3 000	2 739	10	28	2 229	2 014	11	26	22 557	20 801	8	28	14 897	13 693	9
Switzerland	27	2 986	3 617	-17	22	2 971	3 605	-18	27	20 599	23 295	-12	23	20 454	23 186	-12
Indonesia	28	2 963	2 164	37	39	1 080	776	39	23	28 447	21 274	34	37	8 798	6 487	36
Israel	29	2 695	2 535	6	24	2 669	2 507	6	32	14 671	12 465	18	29	14 381	12 157	18
Austria	30	2 366	1 983	19	27	2 353	1 971	19	29	17 530	14 558	20	25	17 407	14 440	21
Turkey	31	2 344	2 071	13	30	1 983	1 756	13	28	18 985	16 451	15	27	15 422	13 343	16
Chile	32	2 260	2 237	1	31	1 922	1 913	0	35	12 874	12 187	6	35	9 648	9 140	6
Philippines	33	1 930	1 729	12	32	1 630	1 468	11	31	15 743	13 904	13	31	12 845	11 387	13
Colombia	34	1 762	1 390	27	36	1 279	953	34	40	8 805	8 299	6	56	4 213	4 210	0
Portugal	35	1 723	1 455	18	34	1 467	1 289	14	30	16 093	13 562	19	30	13 634	11 904	15
Pakistan	36	1 629	1 432	14	35	1 433	1 239	16	34	13 459	11 880	13	33	11 713	10 154	15
Qatar	37	1 579	1 003	57	33	1 579	1 003	57	36	12 172	8 003	52	32	12 172	8 003	52
Argentina	38	1 382	1 218	13	42	892	787	13	33	14 202	12 381	15	36	8 883	7 764	14
Finland	39	1 349	1 086	24	37	1 242	991	25	38	11 214	9 056	24	34	10 009	7 981	25
Iran (Islamic Republic of)	40	1 153	1 002	15	55	489	401	22	37	11 922	10 231	17	52	4 733	3 761	26
Belgium	41	1 130	961	18	38	1 130	961	18	53	4 738	3 958	20	51	4 738	3 958	20
Sri Lanka	42	1 052	864	22	40	1 052	864	22	43	8 305	6 910	20	38	8 305	6 910	20
Egypt	43	1 049	975	8	41	991	921	8	41	8 801	8 103	9	39	8 168	7 517	9
Viet Nam	44	983	726	35	45	745	523	42	42	8 518	6 246	36	42	6 428	4 459	44
Greece	45	926	785	18	44	759	640	19	39	9 166	7 650	20	40	7 421	6 177	20
Kuwait	46	833	795	5	43	833	795	5	44	6 681	6 311	6	41	6 681	6 311	6
Jordan	47	740	602	23	46	740	602	23	49	5 327	4 498	18	47	5 327	4 498	18
Mauritius	48	739	687	8	47	735	680	8	47	5 743	5 243	10	44	5 695	5 175	10
Bangladesh	49	734	704	4	48	727	697	4	52	4 902	4 662	5	50	4 826	4 583	5
Kenya	50	674	527	28	49	655	509	29	50	5 310	4 245	25	48	5 105	4 050	26

Country or group of countries	TONNE-KILOMETRES PERFORMED (millions) (passengers, freight and mail)								PASSENGER-KILOMETRES PERFORMED (millions)							
	Total operations (international and domestic)				International operations				Total operations (international and domestic)				International operations			
	Rank number in 2004	2004	2003	Increase or decrease (%)	Rank number in 2004	2004	2003	Increase or decrease (%)	Rank number in 2004	2004	2003	Increase or decrease (%)	Rank number in 2004	2004	2003	Increase or decrease (%)
Poland	51	654	608	8	50	634	589	8	46	5 861	5 434	8	45	5 622	5 213	8
Morocco	52	642	528	22	51	617	507	22	48	5 551	4 905	13	46	5 341	4 710	13
Ethiopia	53	595	484	23	52	584	474	23	55	4 394	3 573	23	53	4 270	3 460	23
Czech Republic	54	584	485	20	53	582	483	20	45	5 988	4 938	21	43	5 970	4 923	21
Peru	55	503	382	32	62	368	265	39	64	3 296	2 796	18	73	2 024	1 727	17
Jamaica	56	499	484	3	54	499	484	3	51	5 060	5 005	1	49	5 060	5 005	1
Uzbekistan	57	486	424	15	58	464	401	16	54	4 454	3 889	15	55	4 215	3 646	16
Iceland	58	481	378	27	56	481	378	27	60	3 635	2 998	21	60	3 635	2 998	21
Brunei Darussalam	59	478	473	1	57	478	473	1	59	3 852	3 591	7	59	3 852	3 591	7
Cyprus	60	444	408	9	59	444	408	9	56	4 230	3 935	7	54	4 230	3 935	7
Panama	61	442	375	18	60	442	375	18	58	4 100	3 529	16	57	4 100	3 529	16
El Salvador	62	389	339	15	61	385	336	15	57	4 112	3 644	13	58	4 072	3 616	13
Hungary	63	344	314	10	63	344	314	10	61	3 510	3 130	12	61	3 510	3 130	12
Ukraine	64	338	231	46	67	297	211	41	62	3 439	2 351	46	63	2 987	2 115	41
Algeria	65	323	328	-2	70	258	258	0	63	3 353	3 415	-2	65	2 652	2 672	-1
Fiji	66	319	298	7	64	314	294	7	68	2 444	2 233	9	66	2 389	2 190	9
Trinidad and Tobago	67	314	276	14	64	314	275	14	65	3 013	2 671	13	62	3 009	2 662	13
Tunisia	68	299	261	15	66	299	261	15	66	2 853	2 459	16	64	2 853	2 459	16
Lebanon	70	292	253	15	68	292	253	15	73	2 197	1 905	15	70	2 197	1 905	15
Yemen	71	282	225	25	69	274	217	26	67	2 470	1 956	26	67	2 382	1 876	27
Cuba	72	251	224	12	71	237	211	12	70	2 299	2 036	13	69	2 198	1 945	13
Syrian Arab Republic	73	219	173	27	72	217	171	27	72	2 212	1 744	27	71	2 193	1 727	27
Venezuela	74	215	187	15	91	84	78	8	69	2 361	2 048	15	86	912	841	8
Malta	75	211	209	1	73	211	209	1	71	2 282	2 174	5	68	2 282	2 174	5
Suriname	76	205	183	12	74	205	183	12	78	1 661	1 470	13	74	1 660	1 469	13
Costa Rica	77	198	122	62	75	196	120	63	74	2 087	1 671	25	72	2 065	1 654	25
Kazakhstan	78	188	222	-15	81	122	151	-19	75	1 934	2 149	-10	77	1 233	1 404	-12
Bolivia	79	187	187	0	76	145	145	0	77	1 791	1 744	3	76	1 341	1 311	2
Turkmenistan	80	185	150	23	80	124	102	22	76	1 904	1 538	24	78	1 226	1 005	22
Azerbaijan	81	149	135	10	82	121	111	9	82	1 276	751	70	83	983	497	98
Namibia	82	147	139	6	77	144	136	6	90	911	930	-2	87	885	904	-2
Romania	83	144	160	-10	79	137	155	-12	79	1 532	1 696	-10	75	1 463	1 634	-10
Seychelles	84	139	114	22	78	138	113	22	83	1 097	986	11	80	1 088	976	11
Gabon	85	128	112	14	83	120	104	15	96	750	655	15	96	656	571	15
Myanmar	86	123	100	23	89	95	78	22	80	1 333	1 083	23	82	1 035	848	22
Serbia and Montenegro	87	122	156	-22	84	108	137	-21	81	1 286	1 199	7	79	1 137	1 061	7
Sudan	88	117	103	14	86	100	88	14	91	898	786	14	91	758	659	15
Angola	89	112	98	14	85	106	92	15	106	548	479	14	104	479	417	15
Total for above countries (93) ⁷		458 261	405 766	13		304 679	266 842	14		3 420 765	3 000 583	14		1 995 612	1 723 416	16
Total for other countries (95)		2 089	1 904			1 801	1 578			21 035	18 517			17 858	15 094	
Total for 188 ICAO Contracting States		460 350	407 670	13		306 480	268 420	14		3 441 800	3 019 100	14		2 013 470	1 738 510	16

1. Most 2004 data are estimates, thus the ranking and the rate of increase or decrease may change when final data become available.
2. For statistical purposes, the data for China excludes the traffic for the Hong Kong and Macao Special Administrative Regions (Hong Kong SAR and Macao SAR), and that of the Taiwan province of China.
3. Traffic for the Hong Kong Special Administrative Region (SAR).
4. Traffic for the Macao Special Administrative Region (SAR).
5. Three States — Bahrain, Oman and United Arab Emirates.
6. Three States — Denmark, Norway and Sweden.
7. Includes the States listed in Notes 5 and 6.

Source.— ICAO Air Transport Reporting Form A plus ICAO estimates for non-reporting States.

Table 6. Freight tonne-kilometres performed on scheduled services
(countries and groups of countries whose airlines performed more than 25 million freight tonne-kilometres in 2004¹)

Country or group of countries	FREIGHT TONNE-KILOMETRES PERFORMED (millions)							
	Total operations (international and domestic)				International operations			
	Rank number in 2004	2004	2003	Increase or decrease (%)	Rank number in 2004	2004	2003	Increase or decrease (%)
United States	1	37 450	35 125	7	1	20 382	18 612	10
Japan	2	8 938	8 281	8	2	8 136	7 503	8
China ²	3	8 188	6 385	28	8	5 277	4 045	30
Hong Kong SAR ³		6 932	5 781	20		6 932	5 781	20
Macao SAR ⁴		107	46	133		107	46	133
Germany	4	8 064	7 296	11	3	8 052	7 284	11
Republic of Korea	5	7 969	6 936	15	4	7 838	6 806	15
Singapore	6	7 193	6 683	8	5	7 193	6 683	8
United Kingdom	7	5 698	5 251	9	6	5 696	5 247	9
France	8	5 584	5 068	10	7	5 370	4 841	11
Netherlands	9	4 773	4 331	10	9	4 772	4 330	10
Luxembourg	10	4 670	4 348	7	10	4 670	4 348	7
Gulf States ⁵	11	4 385	3 304	33	11	4 384	3 302	33
Malaysia	12	2 599	2 179	19	12	2 552	2 132	20
Australia	13	1 898	1 359	40	14	1 752	1 214	44
Thailand	14	1 869	1 764	6	13	1 834	1 732	6
Canada	15	1 657	1 574	5	17	1 300	1 209	8
Brazil	16	1 499	1 370	9	21	965	901	7
Russian Federation	17	1 416	1 113	27	22	937	658	42
Italy	18	1 393	1 374	1	15	1 387	1 367	1
Israel	19	1 355	1 394	-3	16	1 355	1 394	-3
Chile	20	1 094	1 130	-3	19	1 047	1 084	-3
Switzerland	21	1 090	1 248	-13	18	1 089	1 247	-13
Colombia	22	1 079	642	68	20	1 006	566	78
Spain	23	1 043	873	19	23	906	750	21
Saudi Arabia	24	957	852	12	24	878	771	14
South Africa	25	930	898	4	25	867	825	5
New Zealand	26	749	793	-6	26	749	793	-6
Belgium	27	713	602	18	27	713	602	18
India	28	689	580	19	30	469	401	17
Scandinavia ⁶	29	608	598	2	28	601	590	2
Austria	30	502	431	16	29	502	430	17
Qatar	31	469	276	70	31	469	276	70
Indonesia	32	434	350	24	42	219	181	21
Mexico	33	403	350	15	35	322	272	18
Pakistan	34	402	347	16	32	364	310	17
Turkey	35	369	377	-2	33	351	362	-3
Finland	36	325	256	27	34	324	255	27
Philippines	37	301	278	8	39	230	215	7
Sri Lanka	38	300	238	26	36	300	238	26
Jordan	39	254	190	34	37	254	190	34
Egypt	40	248	239	4	38	247	238	4

Country or group of countries	FREIGHT TONNE-KILOMETRES PERFORMED (millions)							
	Total operations (international and domestic)				International operations			
	Rank number in 2004	2004	2003	Increase or decrease (%)	Rank number in 2004	2004	2003	Increase or decrease (%)
Portugal	41	237	206	15	43	215	194	11
Kuwait	42	224	219	2	40	224	219	2
Mauritius	43	220	187	18	41	220	187	18
Viet Nam	44	217	164	32	47	169	124	36
Peru	45	200	116	72	45	191	109	75
Kenya	46	193	142	36	44	193	141	37
Bangladesh	47	180	179	1	46	180	179	1
Brunei Darussalam	48	131	149	-12	48	131	149	-12
Ireland	49	124	122	2	49	124	122	2
Ethiopia	50	117	93	26	50	117	93	26
Iceland	50	117	75	56	51	117	75	56
Argentina	52	115	111	4	52	101	93	9
Iran (Islamic Republic of)	53	98	83	18	55	79	65	22
Lebanon	54	85	75	13	53	85	75	13
Uzbekistan	55	83	71	17	54	83	71	17
Poland	56	77	71	8	56	77	70	10
Fiji	57	75	63	19	57	75	63	19
Angola	58	64	56	14	58	63	56	13
Gabon	59	62	54	15	59	62	54	15
Morocco	59	62	53	17	60	61	52	17
Yemen	61	60	49	22	61	59	48	23
Greece	62	58	62	-6	63	53	53	0
Namibia	63	56	46	22	62	56	46	22
Cyprus	64	49	44	11	64	49	44	11
Trinidad and Tobago	65	42	34	24	65	42	34	24
Czech Republic	66	41	36	14	66	41	36	14
Sudan	66	41	36	14	67	37	32	16
Jamaica	68	38	67	-43	70	33	66	-50
Azerbaijan	69	34	24	42	68	34	24	42
Panama	69	34	24	42	68	34	24	42
Cuba	71	33	28	18	71	31	26	19
Suriname	72	29	24	21	72	29	24	21
Uganda	73	27	23	17	73	27	23	17
Total for above countries (77) ⁷		139 819	125 296	12		115 890	102 702	13
Total for other countries (111)		402	468			373	431	
Total for 188 ICAO Contracting States		140 221	125 764	11		116 263	103 133	13

1. Most 2004 data are estimates, thus the ranking and the rate of increase or decrease may change when final data become available.
2. For statistical purposes the data for China excludes the traffic for the Hong Kong and Macao Special Administrative Regions (Hong Kong SAR and Macao SAR), and that of the Taiwan province of China.
3. Traffic for the Hong Kong Special Administrative Region (SAR).
4. Traffic for the Macao Special Administrative Region (SAR).
5. Three States — Bahrain, Oman and United Arab Emirates.
6. Three States — Denmark, Norway and Sweden.
7. Includes the States listed in Notes 5 and 6.

Source.— ICAO Air Transport Reporting Form A plus ICAO estimates for non-reporting States.

Table 7. Estimated international non-scheduled revenue passenger traffic, 1995–2004

Category	Millions of passenger-kilometres performed									
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Non-scheduled traffic ¹	227 500	233 200	240 900	257 190	238 380	265 460	272 790	244 930	240 720	261 840
Annual change(%)	16.0	2.5	3.3	6.8	-7.3	11.4	2.8	-10.2	-1.7	8.8
Scheduled traffic	1 249 200	1 377 000	1 468 200	1 512 040	1 622 250	1 778 110	1 715 740	1 734 130	1 738 510	2 013 470
Annual change(%)	9.3	10.2	6.6	3.0	7.3	9.6	-3.5	1.1	0.3	15.8
Total traffic	1 476 700	1 610 200	1 709 100	1 769 230	1 860 630	2 043 570	1 988 530	1 979 060	1 979 230	2 275 310
Annual change(%)	10.3	9.0	6.1	3.5	5.2	9.8	-2.7	-0.5	0.0	15.0
Non-scheduled traffic as percentage of total	15.4	14.5	14.1	14.5	12.8	13.0	13.7	12.4	12.2	11.5

1. Covers the non-scheduled traffic of scheduled airlines and non-scheduled operators.

Source.— ICAO Air Transport Reporting Form A plus ICAO estimates for non-reporting States.

Table 8. Traffic at world's major airports

Top 25 airports ranked by total passengers, 2004 (ranking by total commercial movements given in brackets)¹

Rank No.	Airport	Passengers embarked and disembarked			Aircraft movements		
		2004 (thousands)	2003 (thousands)	2004/2003 (%)	2004 (thousands)	2003 (thousands)	2004/2003 (%)
1	ATLANTA — HARTSFIELD (2)	83 189	78 786	5.6	952.2	898.5	6.0
2	CHICAGO — O'HARE INTL (1)	75 507	69 136	9.2	980.5	916.5	7.0
3	LONDON — HEATHROW (13)	67 109	63 208	6.2	469.8	457.1	2.8
4	TOKYO — HANEDA (34)	62 109	62 873	-1.2	301.8	295.2	2.2
5	LOS ANGELES INTL (4)	60 698	54 970	10.4	638.0	604.6	5.5
6	DALLAS — FT. WORTH INTL (3)	59 412	53 242	11.6	798.3	758.7	5.2
7	FRANKFURT INTL (14)	50 768	48 115	5.5	469.2	450.8	4.1
8	PARIS — CHARLES DE GAULLE (6)	50 700	48 069	5.5	534.6	515.0	3.8
9	AMSTERDAM — SCHIPHOL (17)	42 425	39 809	6.6	402.7	393.0	2.5
10	DENVER INTL (5)	42 394	37 505	13.0	555.6	497.7	11.6
11	LAS VEGAS — MACCARRAN INTL (12)	41 442	36 286	14.2	472.9	406.7	16.3
12	PHOENIX — SKY HARBOR INTL (11)	39 505	37 412	5.6	488.3	484.6	0.8
13	NEW YORK — JOHN F. KENNEDY INTL (31)	38 469	32 570	18.1	311.4	272.0	14.5
14	MADRID — BARAJAS (18)	38 121	35 359	7.8	395.3	379.3	4.2
15	MINNEAPOLIS (10)	36 698	33 196	10.5	499.8	472.9	5.7
16	HOUSTON — GEORGE BUSH INTERCONTL (9)	36 506	34 151	6.9	501.8	458.4	9.5
17	HONG KONG INTL (48)	36 287	26 752	35.6	237.5	187.7	26.5
18	BANGKOK INTL (44)	36 222	28 637	26.5	245.0	198.2	23.6
19	DETROIT — WAYNE COUNTY (8)	35 188	32 665	7.7	505.1	474.7	6.4
20	BEIJING — CAPITAL (37)	32 987	24 282	35.8	286.1	231.9	23.4
21	NEW YORK — NEWARK INTL (16)	32 925	30 478	8.0	422.7	391.7	7.9
22	SAN FRANCISCO INTL (29)	32 248	28 786	12.0	323.1	315.2	2.5
23	LONDON — GATWICK (47)	31 378	29 893	5.0	241.1	234.5	2.8
24	ORLANDO INTL (36)	31 147	27 319	14.0	294.6	273.3	7.8
25	MIAMI INTL (22)	30 165	29 596	1.9	380.7	380.8	0.0
	TOTAL	1 123 599	1 023 095	9.8	11 708.1	10 949.0	6.9

Note.— For the year 2004, passenger and aircraft movement data are estimated for Paris-Charles De Gaulle and Tokyo-Haneda.

Top 25 airports ranked by international passengers, 2004 (ranking by international commercial movements given in brackets)¹

Rank No.	Airport	Passengers embarked and disembarked			Aircraft movements		
		2004 (thousands)	2003 (thousands)	2004/2003 (%)	2004 (thousands)	2003 (thousands)	2004/2003 (%)
1	LONDON — HEATHROW (2)	60 184	56 554	6.4	407.9	398.1	2.5
2	PARIS — CHARLES DE GAULLE (1)	45 893	43 295	6.0	466.8	444.6	5.0
3	FRANKFURT INTL (4)	43 483	40 536	7.3	389.7	369.0	5.6
4	AMSTERDAM — SCHIPHOL (3)	42 298	39 694	6.6	394.7	385.0	2.5
5	HONG KONG INTL (6)	36 287	26 752	35.6	237.3	187.6	26.5
6	SINGAPORE — CHANGI (14)	28 606	23 143	23.6	184.9	154.3	19.8
7	LONDON — GATWICK (13)	27 460	25 989	5.7	193.5	186.3	3.9
8	TOKYO — NARITA (18)	26 514	22 433	18.2	170.8	156.9	8.8
9	BANGKOK INTL (19)	25 825	21 252	21.5	165.1	137.2	20.4
10	SEOUL — INCHEON INTL (26)	23 621	19 386	21.8	146.1	126.6	15.5
11	DUBAI (15)	20 869	17 175	21.5	173.1	149.0	16.2
12	MADRID — BARAJAS (12)	19 953	18 140	10.0	202.6	191.3	5.9
13	LONDON — STANSTED (24)	18 173	16 013	13.5	147.0	139.8	5.1
14	MUNICH — FRANZ JOSEF STRAUSS (5)	18 002	15 489	16.2	247.9	224.9	10.2
15	TAIPEI (23)	17 722	13 602	30.3	147.4	124.4	18.5
16	MANCHESTER INTL (25)	17 700	16 448	7.6	146.9	136.0	8.1
17	NEW YORK — JOHN F. KENNEDY (30)	17 429	15 231	14.4	114.6	103.5	10.8
18	COPENHAGEN — KASTRUP (8)	17 371	16 013	8.5	232.8	219.7	5.9
19	ZURICH — KLOTEN (7)	16 550	16 147	2.5	235.2	237.9	-1.1
20	LOS ANGELES INTL (35)	16 473	14 624	12.6	105.0	99.3	5.7
21	TORONTO — LESTER B. PEARSON (10)	15 979	13 718	16.5	209.6	191.8	9.3
22	DUBLIN (20)	15 695	15 096	4.0	155.0	148.6	4.3
23	BRUSSELS — NATIONAL (9)	15 578	15 117	3.1	231.2	231.2	0.0
24	ROME — FIUMICINO (21)	15 501	13 282	16.7	153.9	139.0	10.7
25	MILAN — MALPENSA (17)	14 744	13 652	8.0	171.6	163.4	5.0
	TOTAL	617 910	548 781	12.6	5 430.6	5 045.4	7.6

Note.— For the year 2004, passenger and aircraft movement data are estimated for Paris-Charles De Gaulle, Amsterdam-Schiphol and Milan-Malpensa.

1. Ranking based on aircraft movements are provisional.

Source.— ICAO Air Transport Reporting Form I and airport websites.

Table 9. Operating and net results¹
(scheduled airlines of ICAO Contracting States²)

Year	Operating result		Net result ³				Direct subsidies U.S.\$ (millions)	Income taxes U.S.\$ (millions)
	Operating revenues U.S.\$ (millions)	Operating expenses U.S.\$ (millions)	Amount U.S.\$ (millions)	Percentage of operating revenues	Amount U.S.\$ (millions)	Percentage of operating revenues		
1995	267 000	253 500	13 500	5.1	4 500	1.7	100	-2 170
1996	282 500	270 200	12 300	4.4	5 300	1.9	30	-2 500
1997	291 000	274 700	16 300	5.6	8 550	2.9	180	-4 200
1998	295 500	279 600	15 900	5.4	8 200	2.8	10	-4 800
1999	305 500	293 200	12 300	4.0	8 500	2.8	10	-4 300
2000	328 500	317 800	10 700	3.3	3 700	1.1	10	-2 510
2001	307 500	319 300	-11 800	-3.8	-13 000	-4.2	10	3 610
2002	306 000	310 900	-4 900	-1.6	-11 300	-3.7	10	2 300
2003	321 800	323 300	-1 500	-0.5	-7 560	-2.3	10	-1 460
2004 ⁴	374 300	370 800	3 500	0.9				

1. Revenues and expenses are estimated for non-reporting airlines.
2. Up to and including 1997 it excludes operations within the Commonwealth of Independent States.
3. The net result is derived from the operating result by adding (with plus or minus sign as appropriate) non-operating items (such as interest and direct subsidies) and income tax. The operating and net results quoted, particularly the net results, are the small differences between the estimates of large figures (revenues and expenses) and are therefore susceptible to substantial uncertainties.
4. Preliminary data — net results are not yet available.

Source.— ICAO Air Transport Reporting Form EF plus ICAO estimates for non-reporting States.

**Table 10. Commercial transport fleet¹ of ICAO Contracting States
at the end of each year, 1995–2004**

Year	Turbojet		Turboprop		Piston-engined		Total aircraft all types
	Number	Percentage	Number	Percentage	Number	Percentage	
1995	13 434	81.0	2 985	18.0	167	1.0	16 586
1996	13 784	80.9	3 092	18.2	158	0.9	17 034
1997	14 222	81.5	3 078	17.6	145	0.8	17 445
1998	14 714	81.5	3 188	17.7	141	0.8	18 043
1999	15 192	81.9	3 191	17.2	161	0.9	18 544
2000	16 045	82.4	3 267	16.8	157	0.8	19 469
2001 ²	16 058	78.7	4 180	20.5	158	0.8	20 396
2002	16 711	79.8	4 057	19.4	163	0.8	20 931
2003	17 355	80.5	4 045	18.8	161	0.7	21 561
2004	17 895	81.6	3 910	17.8	138	0.6	21 943

1. Aircraft having a maximum take-off mass of less than 9 000 kg (20 000 lb) are not included.
2. As from 2001, data for turboprop aircraft cover a more comprehensive list of aircraft manufactured in China and the Russian Federation.

Source.— Back Associates/Lundkvist.

Table 11. Worldwide accidents of aircraft with a certificated maximum take-off mass of more than 2 250 kg involving passenger fatalities on scheduled air services, 1985–2004

Year	Aircraft accidents	Passengers killed	Passenger fatalities per 100 million		Fatal accidents per 100 million		Fatal accidents per 100 000	
			Passenger-km	Passenger-miles	km flown	miles flown	aircraft hours	aircraft landings
<i>Excluding the USSR up to 1992 and the Commonwealth of Independent States thereafter</i>								
1985	25	1 037	0.09	0.14	0.24	0.39	0.15	0.21
1986	19	427	0.03	0.05	0.17	0.27	0.10	0.15
1987	23	889	0.06	0.10	0.19	0.31	0.12	0.18
1988	26	712	0.05	0.08	0.21	0.33	0.13	0.19
1989	29	879	0.06	0.09	0.22	0.36	0.13	0.21
1990	23	473	0.03	0.05	0.17	0.27	0.10	0.16
1991	24	518	0.03	0.05	0.17	0.28	0.11	0.17
1992	24	972	0.05	0.09	0.16	0.26	0.10	0.17
1993	31	806	0.04	0.07	0.20	0.32	0.13	0.21
1994	23	961	0.05	0.08	0.14	0.22	0.09	0.14
1995	20	541	0.02	0.04	0.11	0.18	0.07	0.12
1996	21	1 125	0.05	0.08	0.11	0.18	0.07	0.12
1997	24	859	0.03	0.05	0.12	0.19	0.07	0.13
1998	20	904	0.03	0.06	0.10	0.15	0.06	0.11
1999	20	498	0.02	0.03	0.09	0.15	0.06	0.10
2000	18	755	0.02	0.04	0.08	0.12	0.05	0.09
2001	11	439	0.01	0.02	0.05	0.07	0.03	0.05
2002	13	777	0.03	0.04	0.06	0.09	0.03	0.06
2003	7	466	0.02	0.03	0.03	0.05	0.02	0.03
2004	8	171	0.01	0.01	0.03	0.05	0.02	0.04

Including the USSR up to 1992 and the Commonwealth of Independent States thereafter

1986	24	641	0.04	0.07	na	na	na	na
1987	25	900	0.06	0.09	na	na	na	na
1988	29	742	0.04	0.07	na	na	na	na
1989	29	879	0.05	0.08	na	na	na	na
1990	27	544	0.03	0.05	na	na	na	na
1991	29	638	0.03	0.06	na	na	na	na
1992	28	1 070	0.06	0.09	na	na	na	na
1993	33	864	0.04	0.07	0.20	0.32	0.12	0.21
1994	27	1 170	0.05	0.09	0.15	0.25	0.10	0.16
1995	25	711	0.03	0.05	0.13	0.21	0.08	0.14
1996	24	1 146	0.05	0.07	0.12	0.19	0.08	0.13
1997	25	921	0.04	0.06	0.12	0.19	0.07	0.13
1998	20	904	0.03	0.05	0.09	0.15	0.06	0.10
1999	21	499	0.02	0.03	0.09	0.15	0.06	0.10
2000	18	757	0.03	0.04	0.07	0.12	0.05	0.08
2001	13	577	0.02	0.03	0.05	0.08	0.03	0.06
2002	14	791	0.03	0.04	0.06	0.09	0.04	0.07
2003	7	466	0.02	0.02	0.03	0.05	0.02	0.03
2004	9	203	0.01	0.01	0.03	0.05	0.02	0.04

na not available

Source.— ICAO accident/incident report programme (ADREP) and ICAO Air Transport Reporting Form A (Traffic).

Table 12. Aviation security

Year	Number of acts of unlawful interference	Number of acts of unlawful seizure		Number of acts of facility attack		Number of acts of sabotage	Other acts ¹	Number of persons injured or killed during acts of unlawful interference	
		Actual seizures	Attempted seizures	Actual facility attacks	Attempted facility attacks			Injured	Killed
1985	49	20	7	9	0	13	-	243	473
1986	16	5	6	2	0	3	-	235	112
1987	15	4	6	2	0	3	-	121	166
1988	12	7	3	0	0	2	-	21	300
1989	14	8	4	0	0	2	-	38	278
1990	36	20	12	1	0	1	2	145	137
1991	15	7	5	1	0	0	2	2	7
1992	10	6	2	1	0	0	1	123	10
1993	48	30	7	3	0	0	8	38	112
1994	43	22	5	4	0	2	10	57	51
1995	17	9	3	2	0	0	3	5	2
1996	22	3	12	4	0	0	3	159	134
1997	15	6	5	2	0	1	1	2	4
1998	17	11	2	1	0	0	3	1	41
1999	14	11	2	0	0	0	1	3	4
2000	30	12	8	1	0	0	9	50	58
2001 ²	24	7	2	7	4	1	3	3 217	3 525
2002	40	2	8	24	2	2	2	14	186
2003	35	3	5	10	0	5	12	77	20
2004	16	1	4	2	2	4	3	8	91

1. Includes in-flight attacks and other acts of unlawful interference.
2. Official reports on the events of 11 September 2001 in the United States did not include the number of deaths and injuries on the ground. Therefore, estimated totals were taken from media sources.

APPENDIX 14. MISSIONS TO STATES AND TERRITORIES BY REGIONAL OFFICE STAFF IN THE AIR NAVIGATION, AIR TRANSPORT, AVIATION SECURITY AND TECHNICAL COOPERATION FIELDS (RAO)

Legend:	AGA = aerodromes, air routes and ground aids AIG = accident investigation and prevention AIS/MAP = aeronautical information and charts AT = air transport ATM = air traffic management AVSEC = aviation security CNS = communications, navigation and surveillance	MET = meteorology OPS/AIR = operations/airworthiness PEL/TRG = personnel licensing and training SO = safety oversight TC = technical cooperation MULTI = multidisciplinary activities
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States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
ASIA AND PACIFIC REGIONS													
Bangladesh					X		X						
Cambodia												X	
China							X						X
Hong Kong SAR				X				X				X	X
Macao SAR												X	
India					X		X	X					X
Indonesia							X					X	
Lao People's Democratic Republic												X	X
Malaysia					X		X						
Myanmar					X		X						X
New Zealand													X
Philippines												X	
Singapore				X			X		X			X	X
Sri Lanka					X		X	X					
Thailand							X						
Viet Nam												X	X
EASTERN AND SOUTHERN AFRICAN REGIONS													
Botswana								X					
Kenya	X						X	X					X
Lesotho	X										X		

States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
Malawi											X	X	
Mauritius				X		X					X		
Mozambique											X		
Namibia	X												
Rwanda								X				X	
Seychelles			X								X		
Swaziland				X			X	X					
Uganda	X						X	X					
United Republic of Tanzania				X		X					X	X	
Zambia			X		X								
Zimbabwe											X		
EUROPEAN AND NORTH ATLANTIC REGIONS													
Albania													X
Georgia				X									X
Germany													X
Greece						X							
Serbia and Montenegro				X									
Ukraine													X
United Kingdom				X									
MIDDLE EAST REGION													
Algeria					X	X						X	X
Bahrain					X								X
Belgium													X
Cyprus													X
Egypt													X
Jordan				X	X		X				X		X
Kenya					X		X						X
Kuwait					X		X						X
Lebanon							X						X
Libyan Arab Jamahiriya	X		X			X						X	
Morocco				X									X
Oman					X		X						
Qatar													X
Saudi Arabia							X						
Syrian Arab Republic													X
United Arab Emirates					X		X						
Yemen			X			X						X	X

States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN REGIONS													
Bahamas			X										X
Barbados								X	X				
Belize			X	X									
Costa Rica				X	X				X				X
Cuba			X				X	X					X
Dominican Republic			X	X			X						X
El Salvador				X				X	X				X
Guatemala	X			X							X	X	
Haiti			X										
Honduras				X									X
Jamaica									X		X	X	X
Mexico	X				X				X			X	X
Nicaragua				X									
Trinidad and Tobago									X				X
United States													X
SOUTH AMERICAN REGION													
Argentina					X								
Brazil												X	X
Chile			X								X		
Colombia			X					X	X	X		X	
Ecuador	X		X				X				X		
Guyana							X	X					
Panama											X		
Paraguay	X										X		X
Peru	X				X			X			X		
Suriname					X		X	X					
Uruguay			X								X		
Venezuela	X		X		X		X	X		X	X		
WESTERN AND CENTRAL AFRICAN REGIONS													
Benin	X				X	X	X	X	X		X		
Burkina Faso						X							
Cape Verde							X						X
Chad						X							
Equatorial Guinea						X						X	
Gabon*						X	X*						
Gambia				X		X					X	X	

States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
Ghana*						X	X*				X	X	
Guinea	X					X					X		
Guinea-Bissau	X					X							
Mali								X			X		
Niger								X			X		
Nigeria	X				X	X	X						X
Sao Tome and Principe						X							
Senegal*							X*				X		

* State-sponsored missions.

APPENDIX 15. FREQUENCY OF STATES' ATTENDANCE AT ICAO REGIONAL OFFICE MEETINGS AND SUBJECTS COVERED

Legend:	AGA = aerodromes, air routes and ground aids AIG = accident investigation and prevention AIS/MAP = aeronautical information and charts AT = air transport ATM = air traffic management AVSEC = aviation security CNS = communications, navigation and surveillance	MET = meteorology OPS/AIR = operations/airworthiness PEL/TRG = personnel licensing and training SO = safety oversight TC = technical cooperation MULTI = multidisciplinary activities
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States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
ASIA AND PACIFIC OFFICE													
Afghanistan												1	1
Australia	1				8	1	6	3				1	1
Bangladesh				1	5	1	4		2		1	2	1
Bhutan											3	3	1
Brunei Darussalam					1	2	2						
Cambodia					3	3	1		1		2	4	1
China				1	8	4	5	3	1			3	1
Hong Kong SAR	1			1	10	4	8	2	1		3	4	1
Macao SAR				1	1	4	2		2		1	3	1
Democratic People's Republic of Korea					1		1					2	2
Fiji	1			1	1	1	6	1				1	1
France												3	1
French Polynesia													2
New Caledonia							1	1					1
India	1			1	12	4	6	1	1		1	2	1
Indonesia				1	9	4	4	1	2			3	1
Iran (Islamic Republic of)												1	
Japan				1	7	2	6	3				1	2
Kiribati						1							1
Lao People's Democratic Republic					3							3	1
Malaysia	1			1	8	3	2	1	1		6	4	1

States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
Maldives				1	1	1	1	1	1			2	1
Mongolia					1	1	5		2			2	1
Myanmar					4							3	
Nauru						1							
Nepal				1	4	2	3		1		6	2	1
New Zealand				1	4	1	4	2				1	1
Pakistan					5	2	2				1	2	1
Papua New Guinea													1
Philippines				1	4	1	2		1		2	4	1
Republic of Korea					5		3		1			3	1
Singapore	1			1	16		7	2	1		2	3	1
Solomon Islands				1									
Sri Lanka					4	1	3				1	2	2
Thailand				1	16	5	7	3	6		12	4	1
Tonga				1	1	2	1	1					1
United Kingdom							1	3					
United States					7		7	2			1	7	1
Vanuatu						1							1
Viet Nam					7		1	1	3		2	4	2
EASTERN AND SOUTHERN AFRICAN OFFICE													
Algeria					2		3						
Angola			4		3								
Australia							2						
Botswana	1			3	1			1					
Brunei Darussalam							2						
Burundi	1						3						
Cameroon					1		3						
Canada							2						
Djibouti							2						
Egypt	1				2		3	4					
Ethiopia	1			2	1		3						
Eritrea	1				2		1	1					
France (La Réunion)					1		3						
Gambia					1	2							
Germany				1			1						
Ghana					2		4						
India				1									

States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
Jordan				1									
Kenya	1			6	2	2	10	6					
Lesotho							2						
Madagascar				1	2		1						
Malawi	1				1	2	1						
Malaysia				1									
Mauritius	1			25	1	1	1	1					
Morocco					1								
Mozambique	1						1						
Namibia	1			8		1							
Netherlands							2						
Nigeria					2	1	5						
Portugal							1						
Rwanda	1			2	1	1	3	1					
Saudi Arabia							1						
Senegal							1						
Seychelles	1			1									
Somalia	1					1	6	2					
South Africa	1			3	2	1	9						
Spain							2						
Sri Lanka				1									
Sudan					1		1						
Swaziland	1												
Tunisia			1		1		2						
Uganda	1		1	3	2	2	6	3					
United Kingdom							2						
United Republic of Tanzania	1		1	12	1	4	3	5					
United States				1									
Yemen							1						
Zambia	1				2	4		4					
Zimbabwe	1		1	1	2	2	3	1					
EUROPEAN AND NORTH ATLANTIC OFFICE													
Albania					2		1						
Armenia					3								1
Austria							2	2					
Azerbaijan					3			1					3

States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
Bahrain							2						
Belarus					3					1			1
Belgium					1		3	4					5
Bosnia and Herzegovina					1		1	1					1
Bulgaria					3		1	1		1			1
Canada				3	4		3						6
Croatia					2		3	1					
Cyprus					2		2						1
Czech Republic					2		3	1		1			5
Denmark				2	1		2	1					7
Estonia					1		1	1					1
Finland							2	1					3
France					3		5	5					9
Georgia					3								3
Germany							3	4					6
Greece					2		3	1					1
Hungary					3		2						3
Iceland				2	4		5	1					6
Ireland				2	2		3	2					5
Israel							1						
Italy					2		2	1					4
Kazakhstan					3		1						3
Kuwait							1						
Kyrgyzstan					2			1					1
Latvia					3		2	3		1			3
Lebanon							1						
Lithuania					1		2	1					1
Luxembourg													1
Morocco							1						
Netherlands							3	6					3
Norway				2	2		4	1					3
Poland					1		3						1
Portugal				3	4		6	1					12
Republic of Moldova					2			1					2
Romania					3		3	3					2
Russian Federation					4		2	1		1			5
Saudi Arabia							2						

States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
Serbia and Montenegro					2		1	1					
Slovakia					2		3	1		1			1
Slovenia							2	1					1
Spain					1		3						4
Sweden					1		3	2					3
Switzerland							3	2					5
Syrian Arab Republic							1						
Tajikistan													1
The former Yugoslav Republic of Macedonia					2		1	1					1
Tunisia							3						1
Turkey					3		1						
Turkmenistan					1								1
Ukraine					5		3	1					5
United Kingdom				3	4		6	4					12
United States				3	4		5	1					8
Uzbekistan					2			1					1
MIDDLE EAST OFFICE													
Bahrain	2		2	2	5		2	1					
Belgium			1	1	2	1	1						
Brazil				1		1							
Denmark					1								
Egypt	2		2	3	4	1	2	1					
France				1		1	1						
Germany			1	1		1							
Iran (Islamic Republic of)	1		1	1	1		1	1					
Iraq	2		1		4		1	1					
Israel	1			1		1							
Italy							1						
Japan				1		1							
Jordan	2		1		2								
Kuwait	1		2	2	5		2	1					
Libyan Arab Jamahirija	2												
Oman	2		2	1	4		2	1					
Pakistan			1		1								
Qatar				1	1		2	1					
Saudi Arabia	2		2	3	5	1	2	1					

States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
Spain				1		1							
Sudan	1		1	2			1	1					
Syrian Arab Republic	2		1	1	3		1	1					
Tunisia				1									
Turkey					1								
United Arab Emirates	1		1	2	6		1						
United Kingdom	1			1		1	1	1					
United States	1		1	1	3	1	2						
Yemen			1		4		1	1					
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE													
Anguilla	1				1		1						
Antigua and Barbuda	1		1		2	2	2		2				3
Aruba	1	3	1	1	1	2	2					1	1
Bahamas	1				1	2	2		1			1	2
Barbados	1		1		3	2	3		2				3
Belize	1		1		2	2	2	1	2				2
Canada						2	2		4			1	1
Cayman Islands	1		1			1	4		2			1	1
Costa Rica	3		1		3	3	2	1	3				3
Cuba	4		3		6	3	9	3	2			2	3
Dominican Republic	1		3		4		3	2				1	
El Salvador	1		2		4	3	3	2	2				3
French Antilles	1		2		6		4						2
Grenada	1		1		3		1						
Guatemala	2		2		6	2	3	1	3			1	3
Haiti	1		2		5	2	6	1	2				3
Honduras	3		1		4	3	3	1	1				3
Jamaica	5		1		4	4	6		4			2	2
Mexico	4		2		7	1	2	2	5				3
Montserrat	1				2		3	1					
Netherlands Antilles	1		2		3	2	4		1				2
Nicaragua	1		2		2	4	3	1	3				3
Saint Kitts and Nevis	1				3	1	1	1	1				
Saint Lucia	1		1		3	1	2						
Saint Vincent and the Grenadines			1		2		1						
Trinidad and Tobago			2		7	4	4		4				2

States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
Turks and Caicos Islands									1				1
United Kingdom	2				4	2	2		2				2
United States	2		2		8	2	11	2	5		1	3	8
SOUTH AMERICAN OFFICE													
Argentina	7		2		6	1		1				5	2
Bolivia	3		2		5	1	1	3				5	2
Brazil	2		1		6	2	1	2				5	2
Chile	4		2		6	3		3				5	2
Colombia	3		2		4			3				1	2
Ecuador	2		2		4	4		3				3	2
France					3			2				1	2
Guyana					2	1							
Panama	1		1		5	1		1				3	1
Paraguay	2		2		5		1	1				3	2
Peru	9		1		5	4	1	3				4	2
Uruguay	5		1		4	1						3	1
Venezuela	1		2		5	3		2				5	2
WESTERN AND CENTRAL AFRICAN OFFICE													
Algeria				1	1	3	1						1
Angola	1			1	2		3						1
Argentina							2						
Benin	2			2	2	2	1	3	1	1	1		1
Botswana				1	2		2						1
Brazil							2						
Burkina Faso	2			3	2	5	1	3	1	1	1		1
Burundi	3			1	1		1		1				1
Cameroon	2		1	4	2	5	2	2	1	1	1		1
Cape Verde	2			3	2	4	2	2	1	1	1		1
Central African Republic	1		1	2	1	4	1	2	1	1	1		1
Chad	1		1	3	2	1	1	1					
China								1					
Comoros						1							
Congo	2		1	2	2	4	2	1	1	1	1		1
Côte d'Ivoire	2		1	2	2	6	1	3	1	1	1		1
Democratic Republic of the Congo	2		1	1	3	1	3		1	1	1		1
Egypt				2	1		1		1				1

States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
Equatorial Guinea	1			1	1	1	1	2	1	1	1		1
Ethiopia				1	1	1	1		1				1
France		1		1	1	1	2		1				1
Gabon	1		1	4	1	8	1	2	1	1	1		1
Gambia	2		1	4	2	3	2	2	1	1	1		1
Germany								1					
Ghana	2		1	4	5	3	4	2	1	1	1		1
Guinea	2		1	3	3	7	3	2	1	1	1		1
Guinea-Bissau	1			1	1	1		1					1
Kenya				1	1		1						1
Lesotho				1	1		1						1
Liberia	1		1	1	1	2	1	2	1	1	1		1
Madagascar								1					
Mali	2		1	2	2	2	1	3	1	1	1		1
Mauritania	1			3	1	1	1	3	1	1	1		1
Mauritius							1						
Morocco	1			1	1	2	1						1
Namibia	1				1		1						
Netherlands								1					
Niger	2		1	2	2	3	2	3	1	1	1		1
Nigeria	2		1	4	5	3	7	2	1	1	1		1
Portugal							3						
Rwanda						1	2						
Sao Tome and Principe				1	1	2							1
Saudi Arabia								1					
Senegal	2		1	4	5	9	4	3	1	1	1		1
Sierra Leone	1		1	2	2	3	2	2	1	1	1		1
South Africa				1	4	1	4	1					1
Spain							2						
Sudan				1	1		2						2
Swaziland				1	1								1
Switzerland								1					
Togo	2		1	4	1	5	1	3	1	1	1		1
Trinidad and Tobago							1						
Tunisia				1	2		2	1	1	1	1		1
Uganda				2									2
Ukraine								1					

States/Territories	AGA	AIG	AIS/ MAP	AT	ATM	AVSEC	CNS	MET	OPS/ AIR	PEL/ TRG	SO	TC	MULTI
United Kingdom				1	1			1					1
United Republic of Tanzania				1	1		2						1
United States	1	1	1	1	2		1	1					1
Uruguay							1						
Zambia				1	2		3						1
Zimbabwe				1	2		3						1

APPENDIX 16. SPECIFIC ACTIVITIES OF REGIONAL OFFICES IN THE AIR NAVIGATION, AIR TRANSPORT, AVIATION SECURITY AND TECHNICAL COOPERATION FIELDS

Legend:	AGA = aerodromes, air routes and ground aids	MET = meteorology
	AIG = accident investigation and prevention	OPS/AIR = operations/airworthiness
	AIS/MAP = aeronautical information and charts	PEL/TRG = personnel licensing and training
	AT = air transport	SO = safety oversight
	ATM = air traffic management	TC = technical cooperation
	AVSEC = aviation security	MULTI = multidisciplinary activities
	CNS = communications, navigation and surveillance	

SPECIFIC ACTIVITIES	AGA	AIG	AIS/MAP	AT	ATM	AVSEC	CNS	MET	OPS/AIR	PEL/TRG	SO	TC	MULTI
The Asia/Pacific Office:													
the updating of the strategy for the implementation of a global navigation satellite system (GNSS);							X						
Supported a workshop on forecasting and economic planning;				X									
Supported the twelfth meeting of the Asia/Pacific Area Traffic Forecasting Group;				X									
planned and conducted a regional workshop on accident investigation and Annex 13;	X												
advised States on the adoption by ICAO of a new global blueprint for machine readable travel documents;				X									
conducted a survey on the status of implementation of Annex 14 SARPs and safety management systems among Asia/Pacific States;	X												
developed guidance material and a planning document to assist States in the implementation of the ground-to-ground element of the aeronautical telecommunication network (ATN);							X						
undertook a Special Implementation Project (SIP) on identification and filing of differences to ICAO SARPs and a SIP to 6 States of the Bay of Bengal area to assess the status and need for improvements to their ATM and CNS systems;					X		X						
prepared and published fully revised editions of the regional guidance material on the OPMET exchange; ROBEX Handbook and the ASIA/PAC OPMET Data Banks ICD (Documents were published on the ICAO website, in hard copy and CD-ROM).								X					
The Eastern and Southern African Office:													
coordinated the presentation to SADC member States on a proposal for a COSCAP-SADC project as a regional approach to the removal of deficiencies in safety oversight;	X											X	
held discussions and provided technical advice to EAC partner States on a proposal for the COSCAP-EAC project as a subregional approach to the removal of deficiencies in safety oversight;	X											X	

SPECIFIC ACTIVITIES	AGA	AIG	AIS/MAP	AT	ATM	AVSEC	CNS	MET	OPS/AIR	PEL/TRG	SO	TC	MULTI
prepared for the transition of VSAT networks to a new Intelsat satellite;							X						
developed an AFI strategy for the introduction of GNSS and the preparation and conduct of GNSS trials with the European Geostationary Navigation Overlay Service (EGNOS) test bed in Central, Eastern and Southern Africa;							X						
provided guidance material for maritime search and rescue;					X								
provided guidance material for the integration of AIS automated systems;			X										
provided advice relating to the SADC and EAC upper airspace projects;					X								
prepared national ATS contingency plans for 3 States;					X								
coordinated the development in States of procedures for the carriage and operation of SSR transponders and ACAS, as well as the early introduction of GNSS;					X		X						
assisted States in radio frequency management;							X						
provided input to the East African Community joint FAL bi-annual meeting, concerning ICAO's blueprint for machine readable travel documents enhanced with biometric identifiers, and advance passenger information.				X									
Supported a workshop on forecasting and economic planning				X									
The European and North Atlantic Office:													
developed a plan for conducting safety-related activities at the regional level, including measures to promote non-punitive reporting, identification of significant safety issues and related corrective action;	X		X		X		X	X			X		
facilitated the establishment of a EUR and NAT inter-regional coordination mechanism to harmonize oceanic and continental data link requirements and systems;					X		X						
coordinated the regional planning process, including the necessary interface between the ECAC/EUROCONTROL areas of coverage and the rest of the EUR Region;													X
conducted a major review and update of the NAT ANP, including the normalization of its status;					X		X						
finalized assistance to States in airport and airspace capacity planning for the Athens Olympic Games, which included significant improvements to airspace organization over south eastern Europe and involved substantial amendments to the Air Navigation Plan.													X
The Middle East Office:													
continued follow-up and coordination with States on the full implementation of WGS-84;			X										
assisted States and ACAC in developing a multilateral mechanism for the implementation of the Arab Air Transport Liberalization Policy;				X									
established the regional MIDANPIRG Traffic Forecasting Group and held its first meeting;				X									
in coordination with the military authorities, coordinated the elaboration of a strategy for the implementation of RNP/RNAV areas in the MID Region with a view to making maximum flexible use of airspace;					X								
within the framework of coordination meetings organized by ICAO, developed a parallel unidirectional routing network for Baghdad FIR for channelling overflying traffic from Asia and					X								

SPECIFIC ACTIVITIES	AGA	AIG	AIS/MAP	AT	ATM	AVSEC	CNS	MET	OPS/AIR	PEL/TRG	SO	TC	MULTI
Europe;													
organized an AFI/MID interface meeting to harmonize procedures, in view of the proposed implementation of RVSM in the AFI Region, and addressed interface problems;					X								
pursued efforts to eliminate deficiencies in the ATM and SAR fields and advised States on the urgent need to take corrective measures;					X								
prepared and contributed to CNS/ATM human resources training and planning;	X												
provided advice to MID States on the identified safety deficiencies in the air navigation field requiring urgent remedial action;	X		X		X		X	X					
assisted in conducting the first meeting of the ICAO Working Group on In-Flight Security Officer (IFSO) held in Cairo, Egypt;						X							
coordinated with MID States and the TRAINAIR Central Unit concerning the TRAINAIR Programme to improve safety and efficiency of air transport;												X	
followed up on, and provided advice to, MID States on the development of TC projects.												X	
The North American, Central American and Caribbean Office:													
assisted States in the implementation of a regional automated AIS/MAP system, a regional AIS/MAP quality assurance plan and WGS-84 geographic coordinates;			X										
planned for the implementation of CNS/ATM in the Central American States and supported institutional aspects for multinational arrangements on facilities and services;	X		X		X		X	X				X	X
provided assistance to, and coordinated and monitored activities of, the States/territories/ international organizations for the implementation of RVSM in the CAR/NAM/SAM Regions;					X								
managed the ICAO/Canada CAR/SAM Aviation Security Awareness Training Programme through the organization of 19 subregional workshops and 3 seminars;						X							
supported the arrangement and coordination of activities for the procurement of the WAFS workstations;								X					
conducted a training course in aeronautical meteorology;								X					
undertook a SIP on the ATS Quality Assurance Programme for central and eastern Caribbean;					X								
conducted an ALAR/CFIT seminar/workshop for Spanish-speaking States;		X											
participated in the PAAST/7 and PAAST/8 Steering Committee Meetings.					X				X				
The South American Office:													
updated the ATM Evolution Table of the CAR/SAM Regional Air Navigation Plan;					X								
implemented the WAFS final phase as well as the change of workstations of the International Satellite Communication System (ISCS) in TCP/IP Protocol in 9 States;								X					
carried out specific activities to support States in the effective implementation of WGS-84;			X									X	
advised and assisted SAM States regarding the improvement of SAR services;					X								
evaluated deficiencies and followed up on programmes on the investigation and prevention of					X								

SPECIFIC ACTIVITIES	AGA	AIG	AIS/MAP	AT	ATM	AVSEC	CNS	MET	OPS/AIR	PEL/TRG	SO	TC	MULTI
ATS incidents;													
assisted with, coordinated, and participated in, the bilateral/multilateral meetings to update letters of agreement on ATM/SAR matters of common interest to States concerned, including RVSM issues;					X								
encouraged and assisted States in the implementation of corrective actions to resolve safety-related issues through implementation of runway safety, ATS safety management and Quality Assurance Programmes;					X						X		
encouraged and advised Argentina, Brazil, Bolivia, French Guiana and Guyana in the progressive updating of their national contingency plans and their harmonization with adjacent States;					X								
assisted with the planning of new radio navigation aids as well as with the selection of suitable frequencies for aeronautical mobile services and radio navigation services, new facilities and other matters related to the application of Annex 10 SARPs;							X						
provided assistance to Paraguay concerning plans to improve the provision of air navigation services and the modernization of CNS systems;													X
prepared the sixth edition of the <i>Guide for Preparation, Dissemination and Use of SIGMET Information</i> ;								X					
provided support to the Regional Cooperation System for Safety Oversight in Latin America, under RLA/99/901 Regional Technical Cooperation Project, for the development and implementation of a harmonized set of regulations and procedures, including training and technical assistance missions to States regarding safety oversight.											X	X	
The Western and Central African Office:													
supported and advised the Economic and Monetary Union of West Africa (UEMOA) in its air transport programme ;				X									
continued compilation of 5-letter name codes allocated to States in the WACAF Region for identification of significant points not marked by the site of a radio navigation aid;			X										
assisted Guinea-Bissau in the restructuring of its civil aviation department in a framework financed by the World Bank;													X
established and followed up on the guidance material and procedures for Operation Haj 2004 which was accomplished successfully in March without any reported incident;			X	X	X								
updated the draft guidance material for the implementation of RVSM in the AFI airspace;					X								
provided assistance to States in the Region in implementing automated AIS services and maintaining a dedicated common website containing electronic copies of the integrated aeronautical information package (AIP, AIP Supplements, AIC, Summaries, Checklists of NOTAM.);			X										
participated in the development of new AVSEC training packages (Exercise Planning and National Auditors/Training Courses) and in the implementation of the Universal Security Audit Programme;						X							
provided advice to The Gambia Civil Aviation in respect of air navigation equipment;							X						
conducted an evaluation mission to Accra to assess VHF coverage extension within Accra FIR using remote VSAT stations in Togo and Sao Tome and Principe;							X						

SPECIFIC ACTIVITIES	AGA	AIG	AIS/MAP	AT	ATM	AVSEC	CNS	MET	OPS/AIR	PEL/TRG	SO	TC	MULTI
continued follow-up action on the development of the AFI surveillance plan (ASP) for en-route flight information centres (FICs);					X		X						
monitored the implementation of an EGNOS test bed RIMS in Dakar by ASECNA and took part in the coordination of the AFI GNSS test bed in Central Africa conducted by ASECNA in cooperation with the European Space Agency;							X						
followed up with AFI member States of APIRG for the approval of SADISOPSG conclusions relating to implementation of the SADIS second-generation system (SADIS 2G), and discontinued the current first-generation SADIS two-way VSAT programme.							X	X					

— END —

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