

## **IBAC Technical Report**

**Subject: ICAO Activities**

**Meeting: ICAO 36<sup>th</sup> Assembly September 18 – 28, 2007**

**IBAC File: ICAO**

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### **Summary:**

At the ICAO 36<sup>th</sup> Assembly there were 1,487 delegates in attendance representing 179 States and 44 Observer organizations. The 61 agenda items were addressed in 371 Working and Information papers. The Assembly business was addressed in four commissions/committees plus the Plenary. The working papers and reports are posted at <http://www.icao.int/assembly36/> and the following are the highlights from the Plenary session that reviewed the reports from the five commissions/committees:

### **Administrative**

The impact of the reduction in the ICAO budget (especially the 30% in the Languages Services) drew considerable discussion. Several States made the point that the language services were extremely important and suggested that the associated budget should be incorporated into the program strategic objectives rather than be shown as “Program Support”.

### **Economic**

The Economic Commission updated a series of resolutions on the economic regulation of international air transport and related issues. These are addressed in [WP/346](#), the report on Agenda Item 43 *Consolidated statement of continuing ICAO policies in the air transport field*.

### **Legal**

The current draft of the Unlawful Interference Compensation Convention drew criticism. One delegate claimed that the airlines would be excessively exonerated and therefore, the Convention would probably not be ratified.

### **Technical**

The IBAC Business Aviation Safety Strategy was recognized in the report of [Agenda Item 27](#). It was noted that it should be taken into account in further development of the ICAO Global Aviation Safety Plan (GASP). The Report on [Agenda Item 28](#) noted the need for internationally accepted safety data and definitions for business aviation. The Secretariat informed IBAC that they were prepared to discuss an initiative to address this issue.

### **Executive**

A resolution was accepted limiting the terms of the President of the Council and the Secretary General to two terms, but did not include a recommendation undertake to amendment of Article 51 of the Convention.

The report of [Agenda Item 17 Environmental Protection](#) generated considerable discussion. The report requested the Council to:

*“form a new Group on International Aviation and Climate Change composed of senior officials representative of all ICAO regions, with equitable participation of developing and developed countries, with technical support provided by the Committee on Aviation Environmental Protection, for the purpose of developing and recommending to the Council an aggressive Program of Action on international aviation and climate change....”*

However, this did not meet the aspirations of the members of the EU and the ECAC States who in [WP 70](#) had taken a much more aggressive approach on emissions charges and trading.

Consequently, the EU members and ECAC States formally Reserved on the report of this agenda item.

The proposed nature of the proposed *Group on International Aviation and Climate Change* and the tasks assigned to it, are described in Appendix K (page 17-30) of the report on [Agenda Item 17](#). The work of this group will be very important to the business aviation community.

**Other Issues**

Canada and 22 other countries presented [WP/284](#) calling for establishment of a committee to review the governance of ICAO so as to ensure that it is in the best position to carry out its mandate today and in the future. The issue generated a lot of discussion but in the end it was agreed to refer the issue to Council for further study.

The recent [High-level Meeting on a Comprehensive Regional Implementation Plan for Aviation Safety in Africa](#) generated considerable discussion and support for follow-on activities.

The re-focusing and streamlining of the [ICAO Universal Safety Oversight program](#) was discussed and a related resolution was made.

**Implication for Business Aviation:**

1. IBAC will need to be involved in future work on the GASP. The Business Aviation Safety Strategy should be an effective tool for this activity.
2. IBAC will need to work with the ICAO Secretariat on strategies for internationally accepted safety data and definitions for business aviation.
3. IBAC will need to remain engaged in ICAO environmental activities and participate in the proposed *Group on International Aviation and Climate Change*

**Decisions Required:**

There may be a requirement for additional funding related to the above activities.

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