The International Civil Aviation Organization (ICAO) continued in 2000 to promote the safety and efficiency of civil air transport by prescribing standards and recommending practices and procedures for facilitating civil aviation operations. Its objectives were set forth in annexes to the Convention on International Civil Aviation, adopted in Chicago, Illinois, United States, in 1944, known as the Chicago Convention.

In 2000, domestic and international scheduled traffic of the world's airlines increased to some 401 billion tonne-kilometres. The airlines carried about 1.65 billion passengers and some 30.2 million tonnes of freight. The passenger load factor on scheduled services in 2000 increased slightly to 71 per cent. Airfreight increased by 8.2 per cent to 117.6 billion tonne-kilometres, and airmail traffic increased by 5.4 per cent to 6 billion tonne-kilometres. Overall passenger/freight/mail tonne-kilometres increased by some 8 per cent and international tonne-kilometres by some 9 per cent.

The Council of ICAO held three regular sessions in 2000. In March, it appointed Renato Claudio Costa Pereira (Brazil) as Secretary-General of ICAO for a second three-year term, effective 1 August 2000. The Council decided to convene, in 2001, a diplomatic conference to consider a draft Convention on International Interests in Mobile Equipment and an Aircraft Protocol thereto, which had been recommended by the ICAO Legal Committee. In June, the Council adopted revised text for ICAO's Strategic Action Plan. The Council in December adopted ICAO's Policies on Charges for Airports and Air Navigation Services.

Additionally, an ICAO task force began an implementation programme on an agreement reached in September by the Civil Aviation Administrations of China and Viet Nam. The agreement concerned the trial application of a revised route structure and airspace organization in the South China Sea area for a period of three years. Also in September, the Agreement of Cooperation between ICAO and the International Mobile Satellite Organization was signed in Montreal, Canada.

In 2000, ICAO membership remained at 185 countries.

Activities

Air navigation

ICAO continued to update and implement international specifications and regional plans, with particular emphasis on the introduction of communications, navigation and surveillance/air traffic management (CNS/ATM) systems. The specifications consisted of International Standards and Recommended Practices (SARPs) contained in 18 technical annexes to the 1944 Chicago Convention and Procedures for Air Navigation Services (PANS). Regional plans covered air navigation facilities and services required for implementation of CNS/ATM systems and other international air navigation elements in ICAO regions.

Five air navigation meetings, convened in Montreal, made recommendations to amend ICAO specifications. The Continuing Airworthiness Panel (10-21 January) developed provisions concerning the type certification process and restructured annex 8 to provide up-to-date broad aircraft design requirements upon which a detailed code of airworthiness could be based. The Aeronautical Telecommunication Network(ATM) Panel (7-18 February) developed amendments relating to ATN systems management, security and directory service. The Aeronautical Mobile Communications Panel (22-30 March) formulated provisions for aeronautical mobile satellite services, and proposals for the next-generation satellite communications systems. The Review of the General Concept of Separation Panel (8-19 May) proposed provisions relating to lateral and longitudinal separation of 55.5 kilometres and procedures for the use of automatic dependent surveillance for air traffic management. The Secondary Surveillance Radar Improvements and Collision Avoidance Systems Panel (11-22 September) recommended amendments concerning secondary surveillance radars with discrete addressing, associated data links and enhancements to the airborne collision avoidance system. The Council also adopted amendments to four technical annexes to the Chicago Convention and approved an amendment to one PANS document.

Other projects that were given special attention in 2000 included accident investigation; accident and incident data reporting; accident preven-
tion; aerodromes; aerodrome rescue and fire fighting; aeronautical electromagnetic spectrum; aeronautical information services; assistance to civil aviation accident victims and their families; audio-visual aids; aviation environmental matters; aviation medicine; bird strikes to aircraft; CNS/ATM systems; controlled flight into terrain; flight safety and human factors; licensing/certification of aerodromes; aeronautical meteorology; personnel licensing and training; safety oversight; the TRAINAIR programme; and year 2000 planning.

Air transport

ICAO's air transport programmes were directed towards economic analysis, economic policy, forecasting and economic planning, collection and publication of air transport statistics, airport and route facility management, economic and organizational aspects of CNS/ATM systems, economic and coordination aspects of environmental protection and the promotion of greater facilitation in international air transport.

The Conference on the Economics of Airports and Air Navigation Services (Montreal, 19-28 June) adopted 30 recommendations, which revised guidance material on the management and operation of airports and air navigation services. The results of two studies, on cost recovery for search and rescue services and on the privatization of the provision of airport and air navigation services, were presented at the Conference.

The Technical Advisory Group on Machine Readable Travel Documents (Montreal, 6-8 September) adopted new specifications for machine readable passports. The Asia/Pacific (Bangkok, Thailand, 22-26 May) and the Caribbean/South American (Lima, Peru, 17-21 July) Traffic Forecasting Groups supported planning of air navigation services in their regions. Five workshops in the areas of air transport regulatory policy, forecasting and economic planning, economic aspects of planning and implementing CNS/ATM systems, and statistics, two seminars on air transport regulatory policy and a Facilitation Panel meeting were also held during the year.

ICAO participated in the review process launched by the World Trade Organization of the air transport services annex in the General Agreement on Trade in Services.

ICAO continued to provide secretariat services to three independent regional civil aviation bodies—the African Civil Aviation Commission, the European Civil Aviation Conference and the Latin American Civil Aviation Commission. It also maintained responsibilities for the administration of the Danish and Icelandic Joint Financing Agreements, to which 23 Governments were contracting parties in 2000. The two agreements were concerned with the provision in Greenland and Iceland of air traffic control, communications and meteorology facilities and services to North Atlantic flights.

The Aviation Security Panel (Montreal, 11-14 April) conducted a comprehensive review of annex 17 to adjust its structure and relevancy of SARPs and examined the problem of unruly passengers.

Legal matters

The ICAO Legal Committee's Subcommittee on International Interests in Mobile Equipment (aircraft equipment) held a third joint session (Rome, 20-31 March) with the Committee of Governmental Experts of the International Institute for the Unification of Private Law (UNIDROIT), which concluded examination of the texts of a draft Convention on International Interests in Mobile Equipment and a Protocol thereto. The texts were reviewed by the Legal Committee (Montreal, 28 August-8 September) and submitted to the ICAO Council with a recommendation to convene a diplomatic conference for their adoption. The Council decided to convene a diplomatic conference in 2001 under the joint auspices of ICAO and UNIDROIT.

At the third and fourth meetings of the Secretariat Study Group on Unruly Passengers (Montreal, 10-11 February, 26-27 October) a draft List of Offences and a draft Jurisdiction Clause were finalized and incorporated into a draft Model Legislation on Offences Committed on Board Civil Aircraft by Unruly or Disruptive Passengers.

Ratification of or adherence or succession to conventions and protocols on international air law concluded under ICAO auspices were registered in 2000.

Technical cooperation

In 2000, ICAO undertook 127 technical cooperation projects in 78 countries. The technical cooperation programmes, financed by the United Nations Development Programme (UNDP), trust funds, management service agreements and the Civil Aviation Purchasing Service, had total expenditures of $56.9 million. Some 36 per cent of that amount was provided by Governments to fund their own projects on the basis of cost sharing with UNDP.

ICAO had resident missions in 36 countries. A total of 565 fellowships were awarded in 2000, of which 526 were implemented. ICAO employed 364 experts from 43 countries, of whom 134 were
on assignments under UNDP and 230 worked in trust fund projects. There were 87 Governments and organizations registered with ICAO in 2000 under its Civil Aviation Purchasing Services. Equipment purchases in 2000 totalled $20.5 million.

Secretariat
As at 31 December 2000, ICAO employed a total of 778 staff members, including 336 in the Professional and higher categories and 442 in the General Service and related categories.

Budget
Appropriations for the ICAO budget in 2000 were $53,765,000.


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