International Civil Aviation Organization - Role in Air Transport Safety

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Abstract  Study on identifying the role of the International Civil Aviation comes to welcome new proposals for initiatives in the field of civil aviation safety and security initiatives aimed at increasing the level of safety in terms of registering a growth of air traffic and global climatic changes. Given this, we propose that reaffirming its leading role in civil aviation, ICAO regulations, and environmental protection, to reduce specific emissions impact of civil aviation on climate change. In the document presented to ICAO Member States propose a schedule of required actions to be implemented by 2050.

1. Introduction
Since its establishment, ICAO, with quality international organization becomes, also, the first United Nations agency that sets its own domain, a global agreement for the management of CO2 emissions has sparked among Member States a subject of analysis and insight generated by the industry in which the organization intends to work.

The importance of this study originates in the interest of the organization to identify specific goals, goals completed by the signature of "Memoranda of Cooperation with two regional organizations - the African Union and the European Union - and four regional civil aviation bodies - the Arab Civil Aviation Commission, African Civil Aviation Commission, European Civil Aviation Conference and the Latin American Civil Aviation Commission.

Signing this memorandum is to reduce the rate of accidents in civil aviation, improving flight safety and airport activities, and promoting sustainable development of air transport industry.

Also, it is necessary to emphasize that in order to improve cooperation with ICAO, through the Technical Cooperation Bureau, 49 delegations of Member States have signed additional documents existing agreements, negotiated new agreements or discussions that aimed to identify areas future cooperation. Considering the importance of clarifying some conceptual issues generally available on the research, this study uses logical analysis does not focus on contextualized analysis, empirical.

Therefore, the methodology used in this study has an abstract and based on assessments of concepts, concepts, classifications and interpretations.

2. ICAO - Safety Issues Role in Air Transport
Aviation activity started since the appearance of the first aircraft lighter than air. Although the plane was used as a weapon in World War I, the use of the carriage of mail is considered the beginning of modern work it. The year 1919 can be considered threshold theory approach mainly for civilian aviation and the beginning of a new task of organizing commercial aviation and military aircraft Civil transformation. Starting this year, many airlines are emerging, some of them operating to this day as the original. International Civil Aviation Organization is an agency of the United Nations which codifies the principles and techniques of international air navigation, and that takes care of the planning and development of international air transport to ensure an increase in the safe and orderly. Its headquarters are in the Quarter International, Montreal, Canada.

The ICAO Council adopts standards and recommended practices concerning air navigation, prevention of unlawful interference, and facilitation of border crossing procedures for civil aviation. In addition, the ICAO defines the protocols for international accident investigation followed by transport safety authorities in countries to the Convention of International Civil Aviation, more commonly known as the Chicago Convention. ICAO should not be confused with the...
International Air Transport Association (IATA), a trade organization for airlines, also based in Montreal. International Civil Aviation Organization was founded after the 1944 Chicago Conference and temporary work until 1947, when the 26th met the required entry into force ratification of the Convention on International Civil Aviation (Chicago Convention), on which occasion he acquired and status institution. In that convention was signed by ICAO Member States Agreement on Air Transport Air International describing freedoms (two technical and three commercial) and have general application in practice of international aviation. The five freedoms of the air defined by the Chicago Convention are: 1) the right to fly without landing across the territory of a Contracting State of the Convention, 2) the right to land on its territory, without commercial purposes (the right to call technical) 3) right to land to land passengers, cargo and mail taken from the territory of the aircraft owner; 4) the right to land for boarding of passengers, freight and mail by the partner in order to carry State that the aircraft; 5) the right to embark and disembark passengers, freight and mail by destination or origin to or from the territory of third countries. ICAO works with other United Nations specialized agencies, as well International Telecommunication Union, International Maritime Organization, Airports Council International, etc. ICAO headquarters in Montreal and its main organs are the Assembly (which brings together representatives of all Member States, administrative and institutional responsibilities), the Council, assisted by the Commission and 5 Committees, Secretariat (headed by a Secretary General and divided on five main departments: Office of Air Navigation, Air Transport Bureau, Office of technical cooperation, Judicial Office, Bureau of Administration and Services) and 3 regional offices. In all the activities of ICAO, the most active role for the Council because it:

a. has the power to enter into agreements with other states or international organizations for the management of services or facilities necessary quality assurance international flights,

b. has wide powers type of review for resolving disputes that may occur between the Member States of ICAO,

c. elaborates and controls the implementation of various "standards" and "methods" to ensure standardization and optimization target rules is underway after which international air transport.

ICAO aims to ensure that the provisions of the Convention and, in general, to develop the principles and techniques of international air navigation and to foster the development of international air transport to ensure the security of flights etc. (Geamănu, 1975) Even from 1969, United Nations assembly, ICAO recommends increased efforts to adoption preparation and international conventions effective measure by which to provide tracking and punish those who endanger the security of international air traffic. In its development of the principles and techniques of international air navigation, to ensure safety, in cooperation with ICPO and other organizations, ICAO, carries a great activity for preventing terrorism, in particular the form of air piracy, while bringing and a serious contribution to the prevention of drug trafficking who turned out to be achieved in this way. Interpol presented the organization a number of important studies which air is related to criminal law, area Member in this competency matter, prevention of drug transport by air, etc. Also, Interpol in collaboration with ICAO committed all its mechanisms of prevention and devastation of any data relating to aviation tort civil. ICAO activities and collaboration with other organizations such bodies responsible for combating international crime (Customs Cooperation Council, Interpol, the International Air Transport Association, etc.). (I.Suceavă, F.Coman –1997, p. 130)

Proves every day more important and useful in view of improving the means and ways to commit international crimes, a good example in this regard is the World Trade Center attacks of September 11, 2001, attack that killed thousands of people (the death toll at 21 September 2001 was 6333 persons). Just to eliminate possible air piracy, terrorism carried out by ICAO should take some strong measures and to cooperate with other international organizations and the specialized agencies of the member countries of the Organization for the achievement of effective security of traffic because air-threatening acts of diversion, on the one hand, the life and liberty of many people, and on the other hand, international security. In 1959, the organization published a manual describing ways on investigations in air accidents. In developing manual and experts participated ICPO, on which occasion several were inserted recommendations concerning these entities. Over time organization has developed and adopted a number of international conventions on preventing and combating terrorism in civil aviation has developed numerous recommendations on security, airport security surveys conducted worldwide and one intense activity on combating trafficking in Drug air. It is necessary that the work of the adapt and improve, especially given the fact that, in the last period, terrorist attacks and drug trafficking by air have taken an unprecedented scale. Collaboration with other international organizations in the field, especially with Interpol should ensuing concrete results so that they do not be affected by international crime tentacles. At
European level, several initiatives have been launched in connection with the regulation of traffic and aviation security. Two of the most important projects in this area are Galileo and SESAR and measures to achieve a “single European airspace.” At December 13, 1960, five European countries signed the International Convention on Cooperation for the Safety of Air Navigation, joined by 17 states so far. Under this convention, which was substantially amended in 1981, was established the European Organization for the Safety of Air Navigation, which includes Permanent Commission and Air Traffic Services Agency. Term “Eurocontrol” means both the Convention and the organization. The task of this organization is to develop long-term goals, coordinate national measures required and promoting training. In addition, the organization verifies changes to regional plans to be submitted to the International Civil Aviation Organization (ICAO). In addition, Eurocontrol route sets and collects fees on behalf States Parties to the Convention.

Global air transport system safety has been and remains the strategic objective of the ICAO, which is determined according to the priority of other objectives. Currently, the concept of safety is associated with USOAP audit results with reviewing safety plans, with completion of the second aviation safety globally (Global Aviation Safety Plan), with a proactive approach in the context of comprehensive safety and risk management modernization of air navigation system as a whole. The ultimate goal of the ICAO Universal Safety Oversight Audit Programme (USOAP) Launched in January 1999 in response to Widespread concerns about the Adequacy of aviation safety oversight around the world, is to promote global aviation safety through the regular auditing of safety oversight systems in all ICAO Contracting States. Specifically, the USOAP Audits focus on the State’s capability for safety oversight by Providing Assessing whether the critical elements of a safety oversight system have Been Effectively Implemented. The audit teams Also determine the State’s level of Implementation of safety-relevant ICAO Standards and Recommended Practices (SARP), Associated procedures, guidance material and practices. Statistics highlight the fact that effective implementation of certain critical elements of a safety oversight system and other ICAO provisions is critical to aviation safety. Programs, such as USOAP help ensure that States fully and consistently implement the critical elements of an oversight system as well as safety-related SARP and procedures. The mandatory program entails some 40 safety oversight audits annually, with each ICAO member State required to host an audit at least once every six years. The second cycle of USOAP audits commenced in January 2005 and will continue until December 2010. Thus, in complying with the requirements of the Annexes to the Chicago Convention, ICAO targets for 2017, to a minimum rate of 60%, while encouraging collaboration among states for progress evaluation and analysis of the three areas of air accidents: loss of control, runway safety, and controlled flight into terrain, terms for specialists not require translation into Romanian. (Mihaela Tămășdan, 2012)

Establishing strategic base for modernization, efficiency and capacity of the air navigation is now a new and distinct strategic objective. For this, ICAO has developed a comprehensive plan to modernize air navigation guidance, with which they can be addressed consistently challenges of capacity and infrastructure domain until 2028. ICAO encourages each Member State to conclude agreements with industry to establish operational concepts and related technologies required for global harmonization of air navigation system, taking into account European progress in the field produced by the SESAR program, but to fit in the concept of sustainable development, which aims to protect the environment (Radulescu & Radulescu, 2012). ICAO air navigation concept associated with documents such as: Consensus and Commitment around the Global Air Navigation Plan Capacity; Efficiency, Global Air Navigation Report prepared annually to assess progress in achieving the second objective of the strategic and planned for the near future ICAO standards management information systems and data links worldwide. Security and facilities that ICAO is renaming gave the security objective to achieve optimal balance between security and aviation facilities, to emphasize the importance of border integrity and to support their management.

ICAO guidance material associated lens for dedicated security actions to achieve consensus for the applicable domain strategy and decided that in the next three years universal safety assessment program (USAP) and continue to be refined by an approach based on risk management and continuous monitoring of specific issues, so that the program should be appropriate to each Member State. Economic development of air transport is the goal to which ICAO has increased its focus to comply with viable solutions for tariffs, taxes and other financial mechanisms applicable to infrastructure, operations, regulation and supervision, consumer protection, improving data collection, forecasting and economic analysis international civil aviation. ICAO has identified impediments that could affect this goal and to define strategies and new instruments future lead to greater vitality financial support.
Specific to this objective, taking into account the European experience in developing an integrated and free aviation, ICAO is developing a new prospective regulatory framework with implications for market access, owners of airlines, consumer protection, fair competition, taxes and charges, as well as the economics of airports and air navigation service providers. Environment is an important strategic objective aimed at reducing adverse impacts ICAO that it produces civil aviation on the environment. The objective is associated with research in the field, establishing policy and regulatory framework for noise, air quality, climate change, alternative fuels, and measures taken in the market area.

In achieving long-term cooperation in order to ensure safety aviation, ICAO is working with institutions such as Interpol and Europol. Also, ICAO and EU institutions collaborating in this regard on 8 October 2001, the European Community signed a protocol on its accession to Eurocontrol. Community membership is designed to ensure consistency between the two institutions and to improve the regulatory framework for air traffic management. The Framework Regulation (EC) no. 549/2004 of 10 March is defined objectives. These include optimizing the use of airspace management, air traffic at Community level, the establishment of airspace blocks larger and functionally efficient and increasing flexibility in the use of airspace for civilian and military.¹

The European Parliament (Radulescu, 2012) has given great attention permanent air traffic safety, especially project supporting the establishment of a single authority control. However, Parliament has expressly requested and supported the creation of a single European airspace (see, for example, resolution of 6 July 2000). In legislative procedures associated with the European Parliament succeeded – despite initial opposition expressed by Member States - to require improved cooperation between civil and military sector and promoting cooperation between national forces in air traffic management.

In the legislative procedure on the safety of third countries aircraft, Parliament managed to impose safeguard, for the Member States the option to conduct unannounced inspections on a non-discriminatory basis, even in the absence of any reasonable doubt. In addition, it could stop the approach of the Council to restrict the Commission's authority to adopt measures applicable at Community level against foreign operators who do not comply with safety standards. Where a Member State notifies that a certain airline banned its airports, the Commission is now able to extend the ban throughout the EU.

3. Conclusions

Specific to this objective, taking into account the European experience in the development of an integrated and free aviation, ICAO is developing a new perspective regulatory framework with implications for market access, owners of airlines, consumer protection, fair competition, taxes and charges, and on the economics of airports and air navigation service providers.

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