



| ICAO

Responsibilities of Member States



Benefits of ICAO Membership

A specialized agency of the United Nations, the **International Civil Aviation Organization (ICAO)** was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world.

ICAO Member States that adhere to the Chicago Convention and apply the Standards contained in the Annexes are able to reap the direct benefits of ICAO membership, including:

- Global cooperation in providing safe and efficient commercial air transport operations

- Opportunities for the liberalization of access to air transport routes
- Enhanced ability to expand international trade
- Increased opportunities for international tourism
- Enhanced economic development

In supporting a safe and efficient global air transport network, we all help to provide fundamental support to increased peace and prosperity on a local and worldwide basis.



What are my country's responsibilities as an ICAO Member State?

The Convention on International Civil Aviation and its Annexes define the responsibilities of ICAO Member States. These responsibilities include, but are not limited to, the following:

- Develop and maintain State civil aviation regulations that conform with ICAO Standards
- Create and empower an effective civil aviation authority in relation to the size and complexity of civil aviation activities in the State
- Provide financial support to ensure that qualified State aviation safety inspectors and officers are recruited and retained
- Support the civil aviation authority in effectively performing assigned responsibilities, functions and activities
- Not issue air operator certificates (AOCs) unless a thorough and documented air operator certification process has been satisfactorily completed
- Support the civil aviation authority in maintaining a system for ongoing surveillance of civil aviation activities
- Maintain a State Registry of aircraft and ensure that aircraft are certified to be airworthy
- Actively participate in ICAO safety and security audits, including implementation of Corrective Action Plans
- Provide airports, radio services, meteorological services and air navigation facilities necessary to support safe and secure international civil aviation
- Not issue any certificates, authorizations, conditions or approvals until all requirements have been satisfactorily completed
- Not issue personnel licences or ratings unless all required training and examinations have been satisfactorily completed
- Ensure that all aircraft flying within the State territory comply with the regulations applicable to the airspace
- Produce technical guidance materials and checklists that direct the activities of State inspectors and officers
- Actively participate – This is your ICAO!



Cooperation Ensuring Success

As the global nexus of air transport cooperation and progress, ICAO provides not only a legal structure for the discussions and decisions of its Member States, but also a forum where other aviation-related organizations can contribute input and expertise supporting pragmatic, collaborative solutions to existing and emerging air transport objectives. ICAO's Safety Collaborative Assistance Network (SCAN), its Runway Safety Programme and new Fatigue Risk Management Systems are only a few examples of how the Organization is working with stakeholders to identify and minimize risks in the safety area.

ICAO also works in close cooperation with regional commissions, industry, and other specialized agencies or programmes of the United Nations, including the World Meteorological Organization, the International Telecommunication Union, the Universal Postal Union, the World Food Programme, the World Health Organization and the International Maritime Organization.

Coordinating Assistance

ICAO works through its Regional Offices (see map on next page) to help coordinate collaborative programmes and specific implementation needs for its Member States. In the safety area, higher-level coordination and reporting of related work programmes and developments is performed by ICAO's Regional Aviation Safety Groups (RASGs), while in the air navigation area the Organization's Planning and Implementation Regional Groups (PIRGs) perform a similar function.

ICAO's Technical Co-operation Bureau (TCB) provides advice and assistance in the development and implementation of projects across the full spectrum of State civil aviation objectives and needs. The TCB programme's primary goal is to enable developing countries to apply civil aviation Standards, thereby sharing in the economic and social benefits that air transport and related civil aviation industries generate.

Other regional ICAO bodies, such as Regional Safety Oversight Organizations (RSOOs) and Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs), perform additional safety-related regional organization and support functions.

ICAO's Bureaus conduct frequent seminars, conferences, workshops and other regional capacity-building activities supporting States in their ongoing application and adherence to ICAO's Standards and air transport industry best practices.

Regional Cooperation

ICAO Headquarters is located in Montreal, Canada. The Organization also operates seven Regional Offices. Member States actively participate in the various meetings, seminars and workshops organized by the ICAO Regional Offices each year, supporting and informing cooperative efforts to implement ICAO Standards while recognizing local needs and capacities.

North American Central American and Caribbean (NACC) Office

Mexico City
+52 55 5250 3211
icaonacc@icao.int

South American (SAM) Office

Lima
+51 1 611 8686
mail@lima.icao.int

ICAO Headquarters

Montreal
+1 514 954 8219
icaohq@icao.int

Western and Central African (WACAF) Office

Dakar
+221 33 869 24 24
icaowacaf@dakar.icao.int

European and North Atlantic (EUR/NAT) Office

Paris
+33 1 44 41 85 85
icaournat@paris.icao.int

Middle East (MID) Office

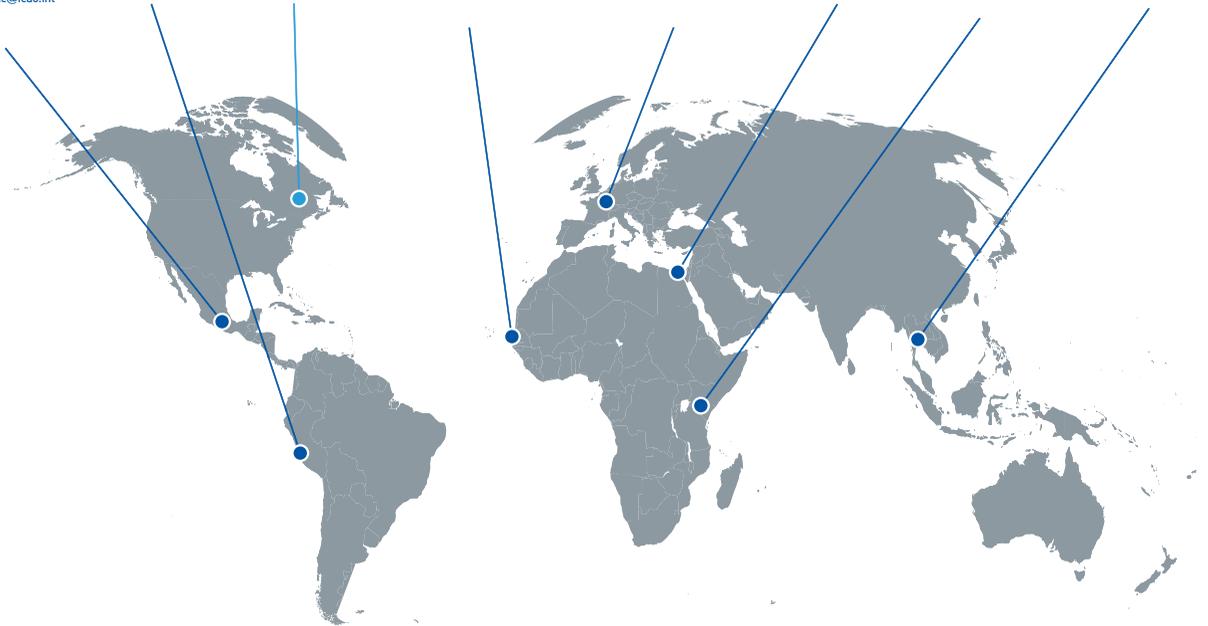
Cairo
+20 2 2267 4840
icaomid@cairo.icao.int

Eastern and Southern African (ESAF) Office

Nairobi
+254 20 7622 395
icaoesaf@icao.int

Asia and Pacific (APAC) Office

Bangkok
+66 2 537 8189
icao_apac@bangkok.icao.int



ICAO History and Structure

ICAO's legal basis is the Convention on International Civil Aviation, drawn up at a conference in Chicago in 1944. Each ICAO Member State is a party to the Chicago Convention, which also formalizes ICAO's governance structure on the basis of an **Assembly**, a **Council** of limited membership with various subordinate bodies, an **Air Navigation Commission**, and a **Secretariat**. The Organization's executive officers are the President of the Council and the Secretary General.

ICAO Assembly

Composed of representatives from all Member States, the Assembly is the sovereign body of ICAO. It meets once every three years, reviewing the work of the Organization in detail and establishing forward-looking policy objectives. It also provides approval of a triennial budget.

ICAO Council

The Council is a 36-State governing body that is elected by the Assembly for a three-year term. The Assembly chooses Council Member States based on three primary criteria: States of chief importance in air transport; States which make the largest contribution to the provision of facilities for air navigation; States ensuring effective and balanced geographic representation. As the governing body, the Council oversees and guides the work of ICAO on an ongoing basis.

ICAO Air Navigation Commission (ANC)

The ANC is a group of 19 aeronautical experts nominated by Member States and appointed by the Council on the basis of ensuring comprehensive technical qualifications and regional balance. The ANC reviews and recommends all ICAO Standards and Recommended Practices (SARPs) in support of the ICAO Council.

ICAO Secretariat

Headed by the Secretary General, the ICAO Secretariat is composed of professional, technical and legal officers as well as administrative support staff. These officers provide ongoing expert support, including the development or revision of SARPs. Officers conduct safety and security audits of Member States' civil aviation authorities.

The ICAO Secretariat is organized as follows:

- Air Navigation Bureau
- Air Transport Bureau
- Technical Co-operation Bureau
- Legal Affairs and External Relations Bureau
- Bureau of Administration and Services
- Seven Regional Offices

Funding and Budget

ICAO is funded by contributions from all Member States based on a scale of assessments determined by the Assembly. The assessments are based on the capacity of a Member State according to its national income per head of population and its interest and involvement in the civil aviation system.

Voluntary contributions in the form of monetary and human capital are welcomed and encouraged.



| ICAO

International Civil Aviation Organization

999 University Street
Montréal, Quebec
Canada H3C 5H7

Tel.: +1 514-954-8219
Fax: +1 514-954-6077

www.icao.int

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