

ELABORATING ON ECONOMICS

The **Convention on International Civil Aviation** requires that international air transport services be established on the basis of equality of opportunity and operated soundly and economically. In fact, ICAO's basic objective is the development of safe, regular, efficient and economical air transport.

To assist States in planning their air transport services, the

Organization collects and publishes comprehensive world aviation statistical data, and undertakes extensive economic, planning and forecasting studies in line with Resolutions of the ICAO Assembly and Recommendations of worldwide conferences.

It also produces manuals and other guidance for States in such areas as statistics, air traffic forecasting, airport and air

navigation facility tariffs, economic aspects of CNS/ATM, the establishment of air fares and rates, and computer reservation systems.

In addition, workshops and seminars are conducted in various regions to provide States with information and advice on ICAO activities and to exchange pertinent information and views.

ICAO WORKS CLOSELY WITH OTHER CIVIL AVIATION-RELATED BODIES

An aircraft's flight, whether one of several hundred or several thousand miles, represents an elaborate exercise in communication between earth and sky.

Much of the responsibility for a safe flight rests in the hands of air traffic controllers, they who guide

planes during take-off and landing while shepherding them along air routes and across time zones. In worldwide civil aviation operations, ICAO fulfils much the same role.

Throughout its history, the Organization has maintained a policy of flexibility with other aviation-related bodies, whether it

be the **International Federation of Airline Pilots Associations** or the **International Telecommunications Union**.

While ICAO has entered into agreements on specific questions with other Organizations, however, the underlying philosophy, unlike that of many UN agencies which accord them observer status, has been that working arrangements should, wherever possible, be kept informal.

Sometimes, relations must extend further. For example, given pilots' obvious reliance on up-to-date weather and atmospheric readings, it was necessary that worldwide standards be set in place if air travel were to be safe. In this regard, January 1996 marked the 42nd anniversary of the coming into force of a working agreement between ICAO and the **World Meteorology Organization** (WMO), also a specialized agency of the United Nations.



Worldwide standards provide pilots with the latest weather and atmospheric readings.