



| ICAO

**Doc 10183, A41-EX**

ASSEMBLY  
FORTY-FIRST SESSION

Montréal, 27 September–7 October 2022

EXECUTIVE  
COMMITTEE

REPORT

*Approved by the Executive Committee of the Assembly  
and published by authority of the Secretary General*





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## EXECUTIVE COMMITTEE

### REPORT

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**SCHEDULE OF ITEMS DISCUSSED BY THE EXECUTIVE COMMITTEE**

DATE AND NUMBER OF MEETINGS										
ITEM		SEPTEMBER			OCTOBER					
		28 AM 2, 3	29 PM 4, 5	30 PM	1 AM/PM 6, 7	2	3 AM/PM 8, 9, 10	4 PM 11	5 AM/PM 12, 13, 14	6 AM/PM 15, 16, 17
10.	Contributions in arrears	X								
11.	Annual Reports of the Council to the Assembly for 2019, 2020 and 2021					X		X		
12.	Outcomes of the High-level Conference on COVID-19				X			X		
13.	Facilitation Programmes				X				X	
14.	Aviation Security – Policy					X			X	
15.	Audit Programmes – Continuous Monitoring Approach					X			X	
16.	Environmental Protection – General provisions, Aircraft Noise and Local Air Quality	X						X		
17.	Environmental Protection – International Aviation and Climate Change	X	X						X	
18.	Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	X	X						X	
19.	Multilingualism at ICAO					X		X		
20.	Increasing the efficiency and effectiveness of ICAO					X		X		
21.	United Nations 2030 Agenda – Sustainable Development Goals (SDGs)					X			X	
22.	Resource Mobilization and Voluntary Funds					X			X	
23.	Innovation in Aviation					X			X	
24.	Technical Assistance Programme							X	X	
25.	Technical Cooperation – Policy and Activities							X	X	
26.	ICAO Civil Aviation Training Policy and Capacity Building							X		X
27.	Measures towards Gender Equality at ICAO and the Global Aviation Sector by 2030					X	X		X	
28.	Other high-level policy issues to be considered by the Executive Committee						X	X		X



## **REPORT OF THE EXECUTIVE COMMITTEE TO THE ASSEMBLY**

### **General**

1. The Executive Committee of the 41st Session of the Assembly held 17 meetings from 27 September to 7 October 2022. The meetings were convened by the President of the Assembly, Ms. Poppy Khoza (South Africa).

### **States and Observer Delegations Represented**

2. The following 184 Member States were registered at all or some of the meetings of the Committee:

Afghanistan	Central African Republic	Gambia
Albania	Chad	Georgia
Algeria	Chile	Germany
Andorra	China	Ghana
Angola	Colombia	Greece
Antigua and Barbuda	Comoros	Guatemala
Argentina	Congo	Guinea
Armenia	Cook Islands	Guinea-Bissau
Australia	Costa Rica	Guyana
Austria	Côte d'Ivoire	Haiti
Azerbaijan	Croatia	Honduras
Bahamas	Cuba	Hungary
Bahrain	Cyprus	Iceland
Bangladesh	Czechia	India
Barbados	Democratic People's Republic of Korea	Indonesia
Belarus	Democratic Republic of the Congo	Iran (Islamic Republic of)
Belgium	Denmark	Iraq
Belize	Djibouti	Ireland
Benin	Dominica	Israel
Bhutan	Dominican Republic	Italy
Bolivia (Plurinational State of)	Ecuador	Jamaica
Bosnia and Herzegovina	Egypt	Japan
Botswana	El Salvador	Jordan
Brazil	Equatorial Guinea	Kazakhstan
Brunei Darussalam	Eritrea	Kenya
Bulgaria	Estonia	Kiribati
Burkina Faso	Eswatini	Kuwait
Burundi	Ethiopia	Lao People's Democratic Republic
Cabo Verde	Fiji	Latvia
Cambodia	Finland	Lebanon
Cameroon	France	Lesotho
Canada	Gabon	Liberia

Libya	Papua New Guinea	Sri Lanka
Lithuania	Paraguay	Sudan
Luxembourg	Peru	Suriname
Madagascar	Philippines	Sweden
Malaysia	Poland	Switzerland
Maldives	Portugal	Thailand
Mali	Qatar	Timor-Leste
Malta	Republic of Korea	Togo
Mauritania	Republic of Moldova	Tonga
Mauritius	Romania	Trinidad and Tobago
Mexico	Russian Federation	Tunisia
Monaco	Rwanda	Türkiye
Mongolia	Saint Kitts and Nevis	Turkmenistan
Montenegro	Saint Lucia	Tuvalu
Morocco	Saint Vincent and the Grenadines	Uganda
Mozambique	Samoa	Ukraine
Namibia	San Marino	United Arab Emirates
Nauru	Saudi Arabia	United Kingdom
Nepal	Senegal	United Republic of Tanzania
Netherlands	Serbia	United States
New Zealand	Seychelles	Uruguay
Nicaragua	Sierra Leone	Uzbekistan
Niger	Singapore	Vanuatu
Nigeria	Slovakia	Venezuela (Bolivarian Republic of)
North Macedonia	Slovenia	Viet Nam
Norway	Solomon Islands	Yemen
Oman	Somalia	Zambia
Pakistan	South Africa	Zimbabwe
Palau	South Sudan	
Panama	Spain	

3. Observers from the following 60 international organizations were also registered at one or more meetings:

African Civil Aviation Commission (AFCAC)  
African Development Bank (AFDB)  
African Union (AU)  
Agence de Supervision de la Sécurité Aérienne en Afrique Centrale (ASSA-AC)  
Agency for Air Navigation Safety in Africa and Madagascar (ASECNA)  
Air and Space Academy (AAE)  
Air Crash Victims' Families' Federation International (ACVFFI)  
Air Transport Action Group (ATAG)  
Airports Council International (ACI)  
Arab Air Carriers' Organization (AACO)  
Arab Civil Aviation Organization (ACAO)  
Association of African Aviation Training Organizations (AATO)  
Autorités Africaines et Malgaches de l'Aviation Civile (AAMAC)  
Caribbean Aviation Safety and Security Oversight System (CASSOS)  
Central American Corporation for Air Navigation Services (COCESNA)  
Civil Air Navigation Services Organisation (CANSO)  
Civil Aviation Safety and Security Oversight Agency (CASSOA)  
European Aviation Safety Agency (EASA)  
European Civil Aviation Conference (ECAC)

European Organisation for Civil Aviation Equipment (EUROCAE)  
European Organisation for the Safety of Air Navigation (EUROCONTROL)  
European Union (EU)  
Flight Safety Foundation (FSF)  
Global Express Association (GEA)  
Hermes – Air Transport Organisation (HERMES)  
International Air Transport Association (IATA)  
International Business Aviation Council (IBAC)  
International Coalition for Sustainable Aviation (ICSA)  
International Coordinating Council of Aerospace Industries Associations (ICCAIA)  
International Cospas-Sarsat Programme (COSPAS SARSAT)  
International Federation of Airline Dispatchers' Associations (IFALDA)  
International Federation of Air Line Pilots' Associations (IFALPA)  
International Federation of Air Traffic Controllers' Associations (IFATCA)  
International Federation of Air Traffic Safety Electronics Associations (IFATSEA)  
International Forum for Aviation Research (IFAR)  
International Labour Organization (ILO)  
International Law Association (ILA)  
International Partners for Aviation Development, Innovation and Sustainability (iPADIS)  
International Petroleum Industry Environmental Conservation Association (IPIECA)  
International Transport Forum  
International Transport Workers' Federation (ITF)  
Interstate Aviation Committee (IAC)  
Joint Aviation Authorities – Training Organisation (JAA-TO)  
Latin American and Caribbean Air Transport Association (ALTA)  
Latin American Association of Air and Space Law (ALADA)  
Latin American Civil Aviation Commission (LACAC)  
North Atlantic Treaty Organization (NATO)  
Pacific Aviation Safety Office (PASO)  
Pacific Islands Forum  
Royal Aeronautical Society (RAeS)  
Sustainable Aviation Youth Forum (SAYF)  
Southern African Development Community Aviation Safety Organization (SASO)  
The Banjul Accord Group Aviation Safety Oversight Organization (BAGASOO)  
The International Air Cargo Association (TIACA)  
United Nations (UN)  
Universal Postal Union (UPU)  
West African Economic and Monetary Union (UEMOA)  
World Bank Group (WB)  
World Meteorological Organization (WMO)  
World Travel and Tourism Council (WTTC)

4. The President of the Council, Mr. S. Sciacchitano, and the Secretary General, Mr. Juan Carlos Salazar, took part in all meetings of the Committee. Mr. M. Gill, Director of the Legal Affairs and External Relations Bureau, was Secretary of the Committee. Mr. C. Ding was the Deputy Secretary. Ms. T. Agiri, Mr. S.P. Creamer, Mr. C. Dalton, Ms. T. De Bodt, Mr. A. Detchou, Mr. B.F. Frot, Mr. D. Guindon, Ms. J. Hupe, Mr. E. Lassooij, Mr. S. Lefoyer, Mr. M. Marin, Mr. D. Martinez, Mr. A. Mishra, Mr. M. Rahma, and Mr. J. Vargas were Assistant Secretaries.

## **Agenda**

5. The following items were referred by the Plenary to the Executive Committee for its consideration:

Agenda Item 10: Contributions in arrears

Agenda Item 11: Annual Reports of the Council to the Assembly for 2019, 2020 and 2021

Agenda Item 12: Outcomes of High-level Conference on COVID-19

Agenda Item 13: Facilitation Programmes

Agenda Item 14: Aviation Security – Policy

Agenda Item 15: Audit Programmes – Continuous Monitoring Approach

Agenda Item 16: Environmental Protection – General provisions, Aircraft Noise and Local Air Quality

Agenda Item 17: Environmental Protection – International Aviation and Climate Change

Agenda Item 18: Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

Agenda Item 19: Multilingualism at ICAO

Agenda Item 20: Increasing the efficiency and effectiveness of ICAO

Agenda Item 21: United Nations 2030 Agenda – Sustainable Development Goals (SDGs)

Agenda Item 22: Resource Mobilization and Voluntary Funds

Agenda Item 23: Innovation in Aviation

Agenda Item 24: Technical Assistance Programme

Agenda Item 25: Technical Cooperation – Policy and Activities

Agenda Item 26: ICAO Civil Aviation Training and Capacity Building

Agenda Item 27: Measures towards Gender Equality at ICAO and the Global Aviation Sector by 2030

Agenda Item 28: Other high-level policy issues to be considered by the Executive Committee

6. All documents and working papers considered by the Committee are listed by Agenda Item on the ICAO Assembly website <https://www.icao.int/Meetings/a41/Pages/wp.aspx>.

**Agenda Item 10: Contributions in arrears**

*(subject covered in oral report to Plenary; no written record in this document)*

**Agenda Item 11: Annual Reports of the Council to the Assembly for 2019, 2020 and 2021**

11.1 At the eighth meeting of the Executive Committee, the President of the Council presented an overview of the Annual Reports of the Council to the Assembly for 2019, 2020 and 2021, and the supplementary report covering the first six months of 2022.

11.2 In the course of the overview given by the President of the Council, the Executive Committee was informed that the Council had been particularly active during this period in consolidating transformational changes and achievements of the Organization during the past triennium, in regard to all ICAO Strategic Objectives and Supporting Strategies, as well as in positioning ICAO to positively respond to its future challenges. In this connection, the Executive Committee noted the progress made by the ICAO Council toward enhancing transparency in the work of the Council, and introducing greater flexibility and efficiency in its working methods.

11.3 It was understood by the Executive Committee that relevant parts of the Annual Report had been addressed by the various working papers which had been presented by the Council to the Assembly. The Committee further noted that the Annual Report had been distributed to all Member States, and could also be accessed on the ICAO public website.

**Agenda Item 12: Outcomes of the High-level Conference on COVID-19**

12.1 At its fifth meeting, the Executive Committee considered the subject of the Outcomes of High-level Conference on COVID-19 based on the Council report on: Outcome of the Ministerial Plenary of the High-level Conference on COVID-19 (WP/26), Outcomes of the Facilitation Stream of the High-level Conference on COVID-19 (WP/20), as well as on the Implementation of Resolutions A37-13, A39-24, A40-14, the ICAO CAPSCA programme and medical provisions during public health events (WP/57 Revision No.1). The Committee also considered the Council's proposal of a new Assembly Resolution, *Declaration on air transport facilitation affirming global commitment to enable the safe and efficient recovery of aviation from the COVID-19 pandemic, and to make aviation more resilient in the future*; one amended Assembly Resolution, *Maintaining health and sustaining safe international air transport during public health emergencies affecting air travel* to supersede Resolution A37-13: *Prevention of spread of communicable disease through air travel*; and one proposed Amendment to Assembly Resolution A39-24: *Strategy on disaster risk reduction and response mechanisms in aviation*. In addition, seven papers were submitted by States and observers: WPs/213, 201, 321, 363, 102 Revision No.1, 63 and 203. The following Information Papers were submitted under this agenda item: 570, 546, 521, 583 and 590.

12.2 In WP/26, the Council reported on the outcomes of the three Ministerial Plenary Sessions held during the High-level Conference on COVID-19 (HLCC) in October 2021, including a summary of the discussions, the Ministerial Declaration adopted at the Conference and the follow-up actions requested from ICAO to provide support and assistance to States. In considering the report of the Council, the Committee emphasized the importance of States to implement the HLCC Ministerial Declaration to support the aviation recovery, resilience and sustainability. While recognizing the need for a combination of existing budgetary resources and supplemental extra-budgetary contributions to support the follow-up actions by ICAO, the Committee encouraged ICAO to provide assistance to States to facilitate the implementation of the Declaration.

12.3 The Council, in WP/20, reported on the outcomes of the Facilitation (FAL) Stream of the (HLCC), which include 79 recommendations endorsed by the Ministerial Plenary of the Conference.

Following discussions, the Committee noted the importance of implementing the HLCC FAL Stream recommendations, and that implementation by ICAO will require considerable work and extra-budgetary resources to support the non-budgeted work. The Committee urged States to action the HLCC 2021 FAL Stream recommendations and to support ICAO by providing extra-budgetary contributions for implementation. The Committee agreed to submit for adoption Resolution 12/1.

**Resolution 12/1: Declaration on air transport facilitation affirming global commitment to enable the safe and efficient recovery of aviation from the COVID-19 pandemic, and to make aviation more resilient in the future**

*Whereas* Facilitation is the efficient management of border control processes to expedite clearance of aircraft, passengers/crew, baggage and cargo;

*Whereas* implementation of the Standards and Recommended Practices in Annex 9 — *Facilitation* is essential to facilitate the clearance of aircraft, passengers and their baggage, cargo and mail and manage challenges in border controls and airport processes so as to maintain the efficiency of air transport operations;

*Recognizing* the importance of an effective crisis response framework for future public health-related crises that draws on relevant guidance, best practices, integrated risk management approaches, and lessons learnt from the COVID-19 pandemic to enable the international aviation community to rapidly respond to a public health-related crisis; and building resilience to future similar outbreaks;

*Further recognizing* the need for mutual recognition of health proofs between States when used for cross-border travel; and interoperable long-term solutions that use digital travel documents and health-related credentials;

*Acknowledging* the challenges faced by States and the wider air transport industry in maintaining safe and efficient operations in response to the COVID-19 pandemic, and in protecting the health and safety of the travelling public and aviation personnel due to the continuing impacts of COVID-19, including insufficient coordination and collaboration among civil aviation authorities, public health entities, other Government authorities and industry in implementing Annex 9 — *Facilitation* provisions; and

*Recalling* the High-level Conference on COVID-19 (HLCC 2021) held on 12 to 22 October 2021, and the outcomes of the Facilitation Stream endorsed by the Ministerial Plenary.

*The Assembly*

1. *Urges* Member States to consider the harmonization of the various measures to allow mutual recognition and trust information shared regarding COVID-19 status of travellers among the States, taking into consideration data protection prescripts applicable in States;
2. *Urges* Member States to communicate public health-related entry requirements to the travelling public and all stakeholders in the aviation community in a timely manner, and regularly assess the possibility of imminent public health threats and promptly apply contingency measures;
3. *Requests* Member States to endeavour to integrate the verification of digital and non-digital health proofs for border crossing in order to facilitate the validation of deployed health credentials into their

inspection systems, to the extent possible, noting that for some States, verification of health proofs is not always undertaken at border control points;

4. *Urges* Member States to adopt a policy of mutual recognition of health proofs, and an appropriate regulatory framework that considers all data protection and privacy requirements for use of health proofs for travel and incorporates appropriate safeguards;

5. *Requests* Member States to promote global interoperability in all passenger processing efforts, whether involving manual or automated processes or some combination thereof;

6. *Requests* Member States to support the development and implementation of innovative non-contact technologies and technological equipment which, as well as facilitating air travel, can mitigate the spread of communicable diseases;

7. *Requests* Member States to support vaccination certificates in line with the WHO recommendations and these vaccination certificates, when issued digitally, should be interoperable, taking into account the specifications of the ICAO Technical Report Visible Digital Seal for non-constrained environments (VDS-NC), and other interoperable formats from regional or global intergovernmental bodies, or internationally recognized organizations;

8. *Requests* Member States requesting health-related documentation or contact details to consider developing health digital platforms taking into account non-digital options where passengers can lodge all relevant details and apply to obtain a notification of approval to travel by the States of destination and transit;

9. *Urges* Member States to conduct comprehensive risk assessments considering their contextual factors, risk tolerance and the practical application in aviation of the public health related Annex 9 provisions;

10. *Urges* Member States to implement multi-sector communication, coordination and collaboration between all relevant stakeholders including industry in the development of a national aviation plan in preparation for an outbreak of a communicable disease posing a public health risk, and to ensure coordination and harmonization between the various State actors responsible for management of public health emergencies;

11. *Urges* Member States to ensure coordination between civil aviation and health authorities to allow a seamless implementation of relevant health-related Annex 9 — *Facilitation* provisions, taking into account a multi-layered risk based approach to establish their health measures;

12. *Requests* ICAO to collaborate with relevant international organizations and industry to develop a crisis response framework for future health-related crises that draws on the Council Aviation Recovery Taskforce (CART) recommendations and guidance, Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) guidance, industry best practices, integrated risk management approaches, States' responses and lessons learnt from COVID-19 that would enable the international aviation community to rapidly respond to a health-related crisis;

13. *Requests* ICAO to continue work towards interoperable long-term solutions that use digital travel documents and health-related credentials established by States, taking into account existing solutions and global limitations; and

14. *Requests* ICAO to continue to monitor new developments and collaborate with relevant stakeholders to further develop the guidance material supporting the implementation of the health-related provisions of Annex 9 — *Facilitation*.

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12.4 Australia, in WP/213, reported the need for ICAO and its Member States to maintain the momentum of the ICAO Council’s Aviation Recovery Task Force (CART) recommendations and guidance, to establish a stronger global facilitation framework supporting a globally consistent aviation response by States and industry to future global health crises, including the need for improved understanding and implementation of Annex 9 — *Facilitation* obligations. The Committee urged the Council to collaborate and coordinate with States, international organizations and the World Health Organization (WHO) to develop a framework for preparing and responding to future public health emergencies, to develop relevant guidance material and to provide assistance with implementation.

12.5 The Republic of Korea, in WP/201, presented the need to establish a formal mechanism to minimize confusion of air travellers. Following discussions, the Committee, noted the challenges faced by air travellers, air crew and airline workers regarding the different entry requirements and the availability of relevant information on a common platform. The Committee recalled that ICAO implemented the COVID-19 Response and Recovery Implementation Centre (CRRIC), noting that ICAO can further refine and enhance the platform, including more frequent updating. The Committee urged States to increase their efforts to make use of ICAO resources and tools made available to them and enhance collaboration and coordination regarding implementation of measures to prevent the spread of communicable disease by air transport.

12.6 The Council, in WP/57 Revision No.1, outlined the governance of the ICAO CAPSCA Programme and the progress of the implementation of Resolutions A37-13, A39-24, A40-14, highlighting lessons learned from the pandemic and the recommendations from the HLCC and the CAPSCA global symposium. The Committee supported the formalizing of the governance of CAPSCA and agreed to refer it to the ICAO Council for further consideration. The Committee further supported the activities of CAPSCA and the Medical Provisions Study Group (MPSG) in collaboration with the Air Transport Regulatory Panel. The Committee urged States to support ICAO with adequate and additional funding extra-budgetary contributions and emphasizes the importance of implementing Resolutions A39-24 and A40-14. The Committee further agreed to submit for adoption by the Plenary Resolution 12/2 to supersede Resolution A37-13.

**Resolution 12/2: Maintaining health and sustaining safe international air transport during public health emergencies affecting air travel**

*Whereas* Article 14 of the *Convention on International Civil Aviation* states that “Each contracting State agrees to take effective measures to prevent the spread by means of air navigation of cholera, typhus (epidemic), smallpox, yellow fever, plague, and such other communicable diseases as the contracting States shall from time to time decide to designate, and to that end contracting States will keep in close consultation with the agencies concerned with international regulations relating to sanitary measures applicable to aircraft”;

*Whereas* Article 44 of the *Convention on International Civil Aviation* states that “The aims and objectives of the Organization are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport so as to ...meet the needs of the peoples of the world for safe, regular, efficient and economical air transport”;

*Whereas* the General Assembly of the United Nations endorsed the Sendai Declaration and the Sendai Framework for Disaster Risk Reduction 2015–2030 adopted by the Third United Nations World Conference on Disaster Risk Reduction;

*Whereas* Article 14(1) of the World Health Organization International Health Regulations (2005) states that “WHO shall cooperate and coordinate its activities, as appropriate, with other competent intergovernmental organizations or international bodies in the implementation of these Regulations, including through the conclusion of agreements and other similar arrangements”;

*Whereas* ICAO Resolution A37-13 states that “the protection of the health of passengers and crews on international flights is an integral element of safe air travel and that conditions should be in place to ensure its preservation in a timely and cost-effective manner”;

*Whereas* ICAO Resolution A39-24 states that “all States can benefit from integrating disaster risk reduction strategies into their Air Transport Sector Strategic Plans”, directs ICAO to “establish a crisis response policy and disaster risk reduction strategy in aviation” and to “ensure that ICAO participate, when applicable and in alignment with its Strategic Objectives, in appropriate mechanisms put in place to support the cross-sectorial implementation of the Sendai Framework for Disaster Risk Reduction 2015–2030 and the United Nations Plan of Action on Disaster Risk Reduction for Resilience”;

*Whereas* ICAO Resolution A40-14 states that “a need for cross-sector information sharing and collaboration in the prevention and management of public health emergencies has been identified at various international meetings and conferences”;

*Whereas* Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft*, Annex 9 — *Facilitation*, Annex 11 — *Air Traffic Services*, Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations* to the *Convention on International Civil Aviation*, Annex 18 — *The Safe Transport of Dangerous Goods by Air*, Annex 19 — *Safety Management* and the *Procedures for Air Navigation Service — Air Traffic Management* (Doc 4444) contain several Standards and Recommended Practices and Procedures relating to health measures that should be taken by Contracting States in order to manage medical certification of aviation licence holders, safeguard the health and safety of aviation personnel and passengers, support aviation personnel in the performance of their duties, and support the continuous, safe and orderly operation of global air services during public health emergencies”;

*Whereas* the ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme, the National Air Transport Facilitation Programmes (NATFPs) and the National Air Transport Facilitation Committees (NATFCs) are appropriate mechanisms to improve communication and collaboration as well as harmonize public health preparedness and response plans;

*Whereas* Annex 9 new Chapter 10 entitled “Health-related Provisions” builds upon the lessons learned from the COVID-19 pandemic to maintain health and sustain safe international air transport during public health emergencies affecting air travel;

*Whereas* the ICAO CAPSCA Global Symposium held on 29 – 31 March 2022 was very supportive of proposals to be considered to strengthen CAPSCA and to build aviation resilience for future public health emergencies;

Whereas the ICAO CAPSCA Global Symposium recognized the need to audit the implementation by States of provisions contained in Chapter 10 “Health-related Provisions” of Annex 9 in order to identify the assistance to be provided to States; and

Whereas the ICAO Medical Provisions Study Group (MPSG) and other relevant ICAO working groups, are the appropriate bodies to develop an Aviation Health Management Plan and *Procedures for Air Navigation Services (PANS) – Health* to supplement the ICAO SARPs, supported by a digitized information-sharing platform.

*The Assembly:*

1. *Directs* ICAO to strengthen its crisis management capacity, including by establishing a crisis response framework and mechanism based on the experience gained during the COVID-19 crisis;
2. *Directs* ICAO to explore means to formalize the governance of the CAPSCA framework;
3. *Directs* ICAO to continue to engage with WHO and other relevant organizations establishing formalized collaboration agreements to strengthen CAPSCA and public health related Facilitation activities;
4. *Directs* ICAO to continue to collaborate with the WHO and other public health groups, with other relevant aviation medicine and other relevant specialist medical organizations, with Planning and Implementation Regional Groups (PIRGs) and the Regional Aviation Safety Groups (RASGs) and working with the Air Navigation Commission, with aviation subject matter expert groups including such as the Personnel Training and Licensing Panel, and the Safety Management Panel to enable the sharing of information and resources for purposes of global harmonization relating to the prevention and management of public health emergencies;
5. *Approves* the development of an Aviation Health Management Plan by CAPSCA ICAO under the direction of the MPSG supporting implementation efforts of comprehensive management of health in aviation, by consolidating the various references to medical and health-related SARPs contained in the Annexes to the Convention into a comprehensive repository for the management of health in aviation in order to:
  - a. manage medical certification of aviation licence holders;
  - b. safeguard the health and safety of aviation personnel and passengers;
  - c. design appropriate auditing frameworks and capacity-building assistance mechanisms for the implementation of health-related SARPs; and
  - d. support the continuous, safe, and orderly operation of global air services during public health events affecting air travel (including, but not limited to communicable diseases);
6. *Directs* ICAO to give duly consideration to the development of a *Procedures for Air Navigation Services (PANS) – Health* in order to further support States in implementing health-related ICAO SARPs;
7. *Urges* Contracting States to ensure that the medical, public health and aviation sectors collaborate to develop a national preparedness plan for aviation which addresses Public Health Emergencies of International Concern (PHEIC) and/or other public health emergencies as appropriate, which is integrated with the general national preparedness plan and aligned with the Sendai Disaster Risk Reduction Framework;

8. *Urges Contracting States to ensure that the national preparedness plan for aviation complies with the ICAO SARPs, PANS and the World Health Organization International Health Regulations (2005) and is based on scientific principles and on the guidelines from ICAO and the World Health Organization;*

9. *Urges Contracting States to establish requirements for the involvement of stakeholders such as aviation medical experts, airport operators, aircraft operators, air navigation service providers and others as appropriate, in the development of relevant health-related plans in aviation;*

10. *Urges Contracting States to participate in the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme, to strengthen the programme and ensure that its goals are achieved;*

11. *Urges Contracting States to support the activities of subject matter expert groups (e.g. the MPSG and Facilitation Panel (FALP)) to protect the health and safety of aviation personnel and passengers that could affect either health or pose a risk to safe air travel during public health emergencies; and*

12. *Declares that this resolution supersedes Resolution A37-13.*

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12.7 Colombia, co-sponsored by Bolivia, Brazil, Dominican Republic, Guatemala, Guyana, Mexico, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of), in WP/321 promoted mutual support and cooperation among States for a harmonized and inclusive approach to prevent the spread of communicable diseases by international air travel. The Committee noted the importance of State sovereignty, State capacity and resources and urges States to collaborate to implement harmonized measures, to the greatest extent possible, including agreements, to prevent the spread of communicable disease by air transport.

12.8 Colombia, Peru and Uruguay and supported by Bolivia (Plurinational State of), Guatemala, Panama, Paraguay and Venezuela (Bolivarian Republic of), in WP/363 highlighted the benefits of recognizing and implementing a common health corridor in pandemic readiness to harmonize measures in the event of pandemics. The Committee urged States to increase collaboration and coordination, including signing of general regional bilateral and/or multilateral agreements, noting that such agreements should be consistent with air service agreements, highlighting the need to work in close cooperation with the Air Transport Regulation Panel (ATRP) and the Facilitation Panel (FALP) in order to ensure consistencies between different policies.

12.9 Czechia, on behalf of the European Union and its Member States, the other Member States of the European Civil Aviation Conference (ECAC) and the European Organisation for the Safety of Air Navigation (EUROCONTROL), in WP/102 Revision No.1, co-sponsored by the International Coordinating Council of Aerospace Industries Associations (ICCAIA), proposed an amendment to Assembly Resolution A39-24 and advocated for the evolution of the current global crisis management framework toward a multilayer crisis management approach to support a predictable and harmonized operational response to crisis. The Committee recognized the value of such a framework, noted that ICAO has commenced work on the development of a structure and mechanisms to implement a global crisis management framework, that implementation by ICAO will require considerable work and extra-budgetary resources to support the non-budgeted work and urges States to support ICAO with extra-budgetary contributions. The Committee agreed to submit for adoption the proposed amendment to Assembly Resolution A39-24.

**Resolution 12/3: Strategy on disaster risk reduction and response mechanism in aviation**

*Whereas* Article 44 of the Convention on International Civil Aviation states that among the aims and objectives of ICAO are to foster the planning and development of international air transport so as to meet the needs of the people of the world for safe, regular, efficient and economical air transport;

*Whereas* the General Assembly of the United Nations endorsed the Sendai Declaration and the Sendai Framework for Disaster Risk Reduction 2015–2030 adopted by the Third United Nations World Conference on Disaster Risk Reduction;

*Mindful* that natural disasters damage the social and economic infrastructure of all countries, and the long-term consequences of natural disasters are especially severe for developing countries and hamper their sustainable development;

*Mindful* that States are primarily responsible for prevention and reduction of disaster risk and any response undertaken by the Organization should be guided by, and in concert with, the State(s) affected;

*Recognizing* that Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft*, Annex 9 — *Facilitation*, Annex 11 — *Air Traffic Services*, Annex 14 — *Aerodromes* and Annex 19 — *Safety Management* provide Standards and Recommended Practices (SARPs) for States relating to emergency planning and response, as well as border control formalities relating to relief flights following natural or man-made disasters;

*Recognizing* that disaster risk reduction is an important function of the United Nations System and should receive continued attention, and stressing the need for the international community to demonstrate the firm political determination required to utilize scientific and technical knowledge to reduce vulnerability to natural disasters and environmental hazards, taking into account the particular needs of developing countries;

*Recognizing* that all States have a vital need for disaster-resilient aviation infrastructure to promote socio-economic development and, in times of need, to support the timely and efficient distribution of aid;  
~~and~~

*Recognizing* that all States can benefit from integrating disaster risk reduction strategies into their Air Transport Sector Strategic Plans; and

*Recognizing* that there is a need to coordinate at the most appropriate level the political and operational response to natural or man-made disasters reaching regional or global scale;

The Assembly:

1. *Urges* States to recognize the significant role of aviation in the context of disaster risk reduction at the national level, including in their Air Transport Sector Strategic Plans;
2. *Urges* States to take into consideration the disaster risk reduction priorities as contained in the Sendai Framework for Disaster Risk Reduction 2015–2030, as well as the best practices of member States, in the development of their State emergency response plans as well as in the emergency response plan requirements for aviation service providers;
3. *Directs* the Council to establish a crisis response policy and disaster risk reduction strategy in aviation that would institutionalize and guide the Organizations strategic approach and tactical responses to aviation-specific crises that could affect the safety or continuity of international civil aviation;

4. *Directs* the Council to assist States in implementing disaster risk reduction strategies in aviation with priority given to Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS);
5. *Instructs* the Secretary General to establish an ICAO network of crisis coordination structures and associated coordination mechanisms and arrangement between ICAO, regions, States and industry supporting coordinated political and operational crisis response and assistance at the most appropriate level;
6. *Instructs* the Secretary General to continue working collaboratively within the United Nations System to ensure timely, coordinated and high-quality assistance to all States where disaster losses pose a threat to people's health and development; and
7. *Instructs* the Secretary General to ensure that ICAO participate, when applicable and in alignment with its Strategic Objectives, in appropriate mechanisms put in place to support the cross-sectorial implementation of the Sendai Framework for Disaster Risk Reduction 2015–2030 and the United Nations Plan of Action on Disaster Risk Reduction for Resilience.

12.10 The International Air Transport Association (IATA), in WP/63, highlighted that the fragmented nature of measures imposed by States has created confusion for both travellers and operators, which has hampered the recovery in international aviation. Following discussions, the Committee approved the recommendations in the paper and agreed on a review of the various documents produced by ICAO and the CART in response to COVID-19, following an appropriate scoping exercise and in accordance with priority and available resources. The Committee noted that the purpose of the review would be to inform the framework for response to future health crises. It further noted the ongoing work regarding the recommended frameworks and CAPSCA working plans, requested stakeholders to collaborate with ICAO and noted that outcomes will be dependent on ICAO resources.

12.11 The International Transport Workers' Federation (ITF), in WP/203, proposed measures that build on lessons learned from the COVID-19 pandemic, to be implemented in response to future infectious disease outbreaks. The Committee, in considering the paper noted the important role of CART in the management of COVID-19, that an ICAO review has been conducted and that ongoing work to develop and implement harmonized crisis response plans include cabin operations. The Committee further noted the need for coordination and collaboration between ICAO and other stakeholders for implementation by States.

12.12 Information papers provided by Brazil (WP/546), Indonesia (WP/521), Oman (WP/583) and the International Transport Workers' Federation (WP/590) were noted.

### **Agenda Item 13: Facilitation Programmes**

13.1 At its sixth meeting, the Executive Committee considered the subject of Facilitation Programmes based on the Council report on progress made in implementing the ICAO Traveller Identification Programme (ICAO TRIP) Strategy (WP/10), major activities relating to the ICAO Public Key Directory (PKD) (WP/9), recent developments in Annex 9 — *Facilitation* (WP/19), outcomes of the Symposium on Assistance to Aircraft Accident Victims and their Families (1-3 December 2021) (WP/21), as well as the Consolidated statement of continuing ICAO policies related to facilitation (WP/18). The Committee also considered the Council's proposal for updating the following Resolutions: *Consolidated statement of continuing ICAO policies related to facilitation* (superseding Assembly Resolution A40-16), *Assistance to victims of aircraft aviation accidents and their families* (superseding

Assembly Resolution A39-27); and a new Assembly Resolution *Accessibility in aviation*. In addition, 35 papers were submitted by States and observers: WPs/142, 81, 315, 176, 345, 143, 76 Revision No.1, 77 Revision No.1, 182, 313, 145, 312, 204 Revision No.1, 146, 358, 257, 390, 397 Revision No.1, 259, 194, 73 Revision No.1, 82, 339, 272, 88, 98, 359, 185, 79 Revision No.1, 340, 54, 412, 318, 420, and 144. The following information papers were also presented under this agenda item: WPs/494, 533, 141, 527, 544, 461.

### ***ICAO Traveller Identification Programme (TRIP) Strategy and ICAO Public Key Directory (PKD)***

13.2 WP/10, presented by the Council, highlighted the mandate and current priorities of the ICAO Traveller Identification Programme (TRIP) Strategy, and reported on developments in the Programme since the last Assembly. It concluded by proposing priorities for the ICAO TRIP Strategy and outlined the expected outcomes of its work during the next triennium. The Committee endorsed the proposed priorities for the ICAO TRIP Strategy and expected outcomes for the 2023–2025 triennium, as presented in Appendix A of WP/10. The activities referred to in this working paper will be undertaken subject to the resources available in the 2023–2025 Regular Programme Budget and/or from extra-budgetary contributions.

13.3 WP/9, presented by the Council, discussed the increasing relevance of the ICAO Public Key Directory (PKD) in the context of growing use of electronic documents in aviation and travel, outlined developments in the PKD programme since the 40th Session of the Assembly and proposed priorities for the 2022–2025 triennium. The Committee took note of the outlined developments and endorsed the priorities proposed in section 5 of WP/9. The Committee invited States to join and actively use the PKD.

13.4 WP/142, presented by Japan, outlined a new boarding procedure using face recognition technology, which will not only improve passenger convenience, but will also increase productivity and enable non-face-to-face and contactless travel. The Committee agreed on the need to discuss further the relevance of the development of standards on biometrics by ICAO.

13.5 WP/81, presented by the International Air Transport Association (IATA) and Airports Council International (ACI), highlighted the trend towards contactless processes in travel that has increased during the COVID-19 pandemic. Noting the facilitation benefits associated with pre-travel verification processes, the Committee stressed that the relationship with security processes should be taken into account. The actions requested of ICAO in the Executive Summary were approved by the Committee.

13.6 The Committee noted information paper WP/494 Revision No.1 presented by China.

### ***Annex 9 — Facilitation***

13.7 The Council, in WP/19, reported on developments in Annex 9 — *Facilitation* since the last Assembly and presented the current priorities of the FAL Programme's work on Annex 9. It concluded by proposing work priorities for Annex 9 in Appendix A of the paper, and expected outcomes for the next triennium (2023-2025). The Committee endorsed the proposed priorities for the FAL Programme related to Annex 9 – *Facilitation* and expected outcomes for the 2023-2025 triennium, as set out in the Appendix of WP/19. The Committee noted the resource implications and requests the Council to ensure sustainable funding mechanisms and resources are available to support the priorities and outcomes presented in the Appendix to the paper.

13.8 Bangladesh, in WP/315, highlighted the importance of establishing a unified policy for a validity period of travel documents to cope with tomorrow's challenges in the facilitation of passengers' movements. The Committee agreed that on the matter of the validity period for travel documents, this remains the decision of each State in accordance with their national laws and policies.

13.9 Bangladesh, in WP/176 reported on the difficulty of effective interagency collaboration and coordination in a public health-related crisis. Following discussions, the Committee supported the actions presented in the Executive Summary of the paper.

13.10 Chile, supported by 16 Latin American Civil Aviation Commission (LACAC) Member States, in WP/345, presented that a major pandemic-derived change for the industry was the incorporation of health processes into airport terminals that were not designed for such processes. The Committee noted the increase in the number of forms and the quantity of data requested by States relating to the COVID-19 health status of passengers during the pandemic. On the matter of access to information, the Committee noted the importance of sharing of travel information and entry requirements to facilitate the movement of passengers, and emphasized the need for strict adherence to States' laws regarding data protection and privacy.

13.11 China, in WP/143 presented the importance of the protection of personal data of international air passengers and pointed out that different laws and regulations on personal data in various States affect the orderly flow and protection and increase operators' costs. Following discussions, the Committee noted that Annex 9 — *Facilitation* contains Standards and Recommended Practices (SARPs) on Advance Passenger Information (API) and Passenger Name Record (PNR) data that provide a baseline for data protection. The Committee encouraged States to enhance their efforts to implement the provisions relating to API and PNR contained in Annex 9 — *Facilitation*. The Committee also noted that data protection regimes had impacts on aviation but that the ICAO mandate might not cover all the issues. Therefore, the Committee was of the view that the issue should be considered further according to the conclusions of WP/73 outlined in paragraph 13.26 below.

13.12 Czechia, on behalf of the European Union (EU) and its Member States, the other Member States of the European Civil Aviation Conference (ECAC), Singapore, Bolivia (Plurinational Republic of), Costa Rica, Uruguay, Venezuela (Bolivarian Republic of) and the European Organisation for the Safety of Air Navigation (EUROCONTROL), in WP/76 Revision No.1, co-sponsored by the International Coordinating Council of Aerospace Industries Associations (ICCAIA), summarized lessons learned, formalizing the role of the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA). Following discussions, the Committee supported the development of an outbreak framework and associated toolkit. The Committee requested the Council to ensure sustainable funding mechanisms and resources are available to support CAPSCA, and the Facilitation programmes.

13.13 In WP/77 Revision No.1, Czechia, on behalf of the European Union (EU) and its Member States, the other Member States of the European Civil Aviation Conference (ECAC), Singapore, Brazil, Chile, Costa Rica, Uruguay, Venezuela (Bolivarian Republic of) and the European Organisation for the Safety of Air Navigation (EUROCONTROL), emphasized that it is important that ICAO take the necessary measures to ensure that the legal and practical framework is in place as soon as possible, and proposed that the Facilitation Panel (FALP) meet on a more regular basis. Following discussions, the Committee agreed with the high-level principles proposed in the paper, and that they were already covered to a certain extent under the Council's WPs/18 and 20.

13.14 India, on behalf of Aruba (Kingdom of the Netherlands), Ethiopia, Kazakhstan and the Arab Civil Aviation Organization (ACAO), the World Bank Group (WBG) and Interstate Aviation Committee (IAC), in WP/182, co-sponsored by Belize, Russian Federation, Airports Council International (ACI), International Coordinating Council of Aerospace Industries Associations (ICCAIA), the International Air Cargo Association (TIACA) and the Universal Postal Union (UPU), provided an overview of the global supply chain and logistics network, and proposed the formation of an "Air Cargo Multidisciplinary Digitalization Task Force" to develop common digitization solutions. Following discussions, the Committee agreed that different systems should be explored including the PKD. It also agreed that the establishment of any task force or work on this matter by ICAO should be referred to the Facilitation Panel

and relevant Technical Advisory Groups for further discussions and should include relevant experts from States and industry.

13.15 Panama, supported by Argentina, Paraguay, Uruguay and Venezuela (Bolivarian Republic of), in WP/313, requested the Facilitation Panel to review and strengthen the use of Crew Member Certificate (CMC) and to update Annex 9 Standards and Recommended Practices, and Doc 9957, *Facilitation Manual*. The Committee noted the importance of relevant guidance material to assist States in implementing the provisions of Annex 9 and urges the Council to ensure that relevant guidance material is available to States. On the matter of CMCs, the Committee noted that Annex 9 contains provisions that are conditional and applicable only to those States that issue CMCs.

13.16 Qatar, in WP/145, presented its response for relief and recovery from the impact of the ongoing COVID-19 pandemic and called for the establishment of FAL and CAPSCA working groups supported by Member States to support vulnerable Member States. Following discussions, the Committee noted the role and scope of CAPSCA and the Facilitation Panel and encouraged the Council to consider the feasibility of including these activities into the existing CAPSCA and FAL Panel working group activities, taking into account available resources.

13.17 Qatar, in WP/312, highlighted the broad range of multidisciplinary topics in Annex 9 — *Facilitation* and interrelation with other Annexes, thereby recognizing the need to lend greater attention and importance to facilitation, notably, during the pandemic. The paper also highlighted the need to assist Member States in implementing Annex 9 provisions, raise awareness of the importance of interagency coordination, establish National Air Transport Facilitation Programmes (NATFPs) and National Air Transport Facilitation Committees (NATFCs) and create a State facilitation oversight mechanism. The Committee supported the actions proposed in the Executive Summary of the paper and urges the Council to ensure that adequate resources are available.

13.18 Saudi Arabia, in WP/204 Revision No.1, co-sponsored by Brazil and the Russian Federation, proposed “Harmonizing Air Travel” to support the recovery of the air transport sector from the impacts of COVID-19 and establish a universally recognised and harmonised health requirement framework. Following discussions, the Committee agreed to request the Council to prioritize the development of such a framework taking into account resource requirements and availability. The Committee encouraged the Council to continue its leadership role in this area in collaboration with States and international organizations, including the World Health Organization (WHO) and the World Tourism Organization (UNWTO).

13.19 Singapore in WP/146, co-sponsored by Bhutan, Cook Islands, the European Union (EU) and its Member States, the other Member States of the European Civil Aviation Conference (ECAC), the European Organisation for the Safety of Air Navigation (EUROCONTROL), Federated States of Micronesia, Fiji, Malaysia, New Zealand, Palau, Papua New Guinea, Republic of Korea, Samoa, Thailand and the International Air Transport Association (IATA), highlighted the need to plan, coordinate and implement policies and measures to facilitate smooth airport operations and passenger movements as global air travel recovers from the COVID-19 pandemic. The Committee noted ICAO’s leading role in the recovery of international civil aviation from the pandemic, and supported the development of a robust crisis management framework. On the matter of public health entry requirements, the Committee urged States to review the entry requirements and procedures to enhance air transport facilitation.

13.20 South Africa, in WP/358, reported that the international travel bans observed during the COVID-19 pandemic highlighted a need for reforming global health law to reflect evolving public health knowledge. The paper also emphasized the need to base decisions on scientific principles and WHO guidance, as well as for increased alignment between ICAO and the WHO, with each party working within its mandate. Following discussions, the Committee supported the actions presented and urged the Council to ensure that relevant guidance material is available to assist States and request the Facilitation Panel to

consider the appropriateness of elevating Annex 9 Recommended Practice 2.4.1 to a Standard. The Committee also urged States to ensure that decisions taken during pandemic including travel bans are scientifically based and implemented in accordance with the WHO requirements and provisions of Annex 9 — *Facilitation*.

13.21 The United States, in WP/257, co-sponsored by the African Civil Aviation Commission (AFCAC) and its Member States, the European Union and its Member States, the other Member States of the European Civil Aviation Conference (ECAC), and the European Organisation for the Safety of Air Navigation (EUROCONTROL), called for universal acknowledgment of aircrew as essential workers and requested the ICAO Facilitation Panel, in coordination with the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) and the Air Transport Regulation Panel (ATRP), to develop a Standard and associated guidance for crew treatment. The Committee noted the essential role of aircrew during the pandemic and urged the Council to refer discussions on developing a Standard and associated guidance on treatment of aircrew to relevant ICAO Panels and working groups. The Committee also urged States to implement fair crew treatment practices consistent with international guidance.

13.22 Venezuela (Bolivarian Republic of) supported by Chile, Costa Rica, Dominican Republic, Ecuador, Panama, Paraguay, Peru and Uruguay, in WP/390, reported that Annex 9 — *Facilitation* does not include a definition of the term “facilitation”. The Committee requested the Council, through the Facilitation Panel, to discuss further a definition of the term “facilitation”.

13.23 Venezuela (Bolivarian Republic of), in WP/397 Revision No. 2, reported on the State oversight programme that oversees the performance of national air operators. Following discussions, the Committee requested Member States to establish and implement appropriate and effective State oversight mechanisms to monitor implementation of, and compliance with the provisions contained in the ICAO Annexes to the *Convention on International Civil Aviation*.

13.24 The African Civil Aviation Commission (AFCAC) on behalf of 54 African States, in WP/259, reported on the need to establish a National Facilitation oversight system, establish a department responsible for Facilitation under the purview of Civil Aviation Authorities (CAAs), and training for Facilitation oversight inspectors, to enhance States’ compliance with Annex 9 — *Facilitation*. The Committee, noted the diversity and scope of Annex 9 — *Facilitation*, and urged the Council through relevant ICAO Panels and working groups, to further discuss a facilitation oversight mechanism and relevant guidance as well as training material to assist States in implementing Annex 9 provisions. The Committee also urged States to enhance their efforts to implement the provisions of Annex 9.

13.25 The African Civil Aviation Commission (AFCAC) on behalf of 54 African States, in WP/194, highlighted the evolution of Annex 9 — *Facilitation* Standards and Recommended Practices and the need to update the Facilitation Manual (Doc 9957) to ensure their effective implementation. The Committee noted that Doc 9957 is currently being updated and urged the Council to ensure the updated Manual is available in the next triennium, to assist States in implementing the provisions of Annex 9 — *Facilitation*. The Committee also urged States to support the Facilitation Panel’s working group by nominating its experts.

13.26 The International Air Transport Association (IATA), in WP/73 Revision No.1, reported on the interaction of international carriage by air with data protection laws and the absence of an agreed, consistent data protection framework for civil aviation taking into account the special characteristics of international civil aviation. The COVID-19 pandemic intensified the difficulties caused by the conflicts between the various data protection laws. Many delegates agreed that complex conflict of laws and legal compliance issues are broader than the provisions of Annex 9 — *Facilitation* and would need to be addressed. Following discussions, the Committee agreed that the actions presented in the Executive Summary of the paper should be considered and assessed by the relevant ICAO Panels and working groups.

13.27 The International Coordination Council of Aerospace Industries Associations (ICCAIA), Airports Council International (ACI) and International Federation of Air Line Pilot Associations (IFALPA), in WP/82, co-sponsored by Brazil, proposed the need for a global crisis response framework for air travel facilitation during a major health threat. The Committee noted the ongoing work within ICAO in this regard, the need for extra-budgetary resources and urged the Council to collaborate with States and relevant international organizations to develop a global crisis response framework to facilitate efficient air transport during a public health emergency of international concern.

13.28 The Committee noted information papers: WP/533 presented by Brazil, WP/141 presented by Pakistan, and WP/527 presented by Saudi Arabia.

### ***Assistance to Aircraft Accident Victims and their Families***

13.29 The Council, in WP/21 Revision No.1, reported that Assembly Resolution A39-27 on *Assistance to victims of aviation accidents and their families* calls upon States to reaffirm their commitment to support victims of civil aviation accidents and their family members, including through establishing legislation, regulations and/or policies to support victims and their families. Assembly Resolution A40-16 urged Member States to implement the related Annex 9 provisions intended to facilitate assistance to aircraft accident victims and their families. The Committee approved the priorities for the 2023-2025 triennium as presented in paragraph 3 of the paper, and encouraged States, industry and other stakeholders to increase their efforts in implementing the Symposium's recommendations addressed to them. The Committee also agreed to recommend for adoption by the Plenary Resolution 13/1 to supersede Assembly Resolution A39-27.

### **Resolution 13/1: Assistance to victims of aviation accidents and their families**

*Having considered* that, even though international air transport is the safest means of transportation, the total elimination of serious accidents cannot be guaranteed;

*Whereas* the actions of the State of Occurrence should address the most critical needs of persons affected by a civil aviation accident and recalling the inclusion, in 2005, of provisions in Annex 9 to enable expeditious entry into the State in which an accident occurs for family members of victims of aircraft accidents;

*Whereas* the policy of the International Civil Aviation Organization (ICAO) should be to ensure that the mental, physical, and spiritual well-being of victims involved in civil aviation accidents and their families are considered and accommodated by ICAO and its Member States;

*Whereas* it is essential that ICAO and its Member States recognize the importance of timely notification of family members of victims involved in civil aviation accidents; the prompt recovery and accurate identification of victims; the return of the victims' personal effects; and the dissemination of accurate information to family members;

*Recognizing* the role of Governments of nationals, who are victims of civil aviation accidents, in notifying and assisting families of the victims;

*Recalling* the provision of Article 28 of the Montréal Convention of 1999 as well as Resolution No. 2 adopted by the Montréal Conference, which called for the provision of advance payments, without delay, to aircraft accident victims, and their families and acknowledging that lack of universal ratification of the Montréal Convention hinders improved and standardized compensation regimes;

*Recalling* the adoption of Amendment 29 to ICAO Annex 9 — *Facilitation* which has elevated Recommended Practice 8.46 to Standard 8.47, thus obliging States to establish legislation, regulations and/or policies in support of assistance to aircraft accident victims and their families;

*Acknowledging* the approval by the Council of the *ICAO Policy on Assistance to Aircraft Accident Victims and their Families* (Doc 9998) in March 2013 and the issuance of the *Manual on Assistance to Aircraft Accident Victims and their Families* (Doc 9973) in December 2013;

*Acknowledging* that a review of the Electronic Filing of Differences (EFOD) system compliance checklist (CC) has indicated a low implementation rate of Annex 9 Standards and Recommended Practices (SARPs);

*Whereas* it is essential that support be provided to family members of victims of civil aviation accidents, wherever the accident may occur, and any lessons learned from support providers, including effective procedures and policies, be promptly disseminated to other Member States and ICAO to improve States' family support operations;

*Considering* that harmonization of the regulations for dealing with the needs of victims of civil aviation accidents and their families is also a humanitarian duty and a permissive function of the ICAO Council contemplated in Article 55 (c) of the Chicago Convention;

*Considering* that States should provide a homogeneous solution for treatment of victims of civil aviation accidents and their families;

*Recognizing* that the air carrier involved in a civil aviation accident is often best situated to assist families in the immediate aftermath of the accident;

*Recognizing* the importance of the Council's decision to officially designate 20 February as the International Day for Commemorating Air Crash Victims and their Families in remembering the victims and expressing solidarity with their families, as well as continuing to enhance aviation safety and prevent such tragedies from happening in the future;

*Acknowledging* the outcomes of the ICAO Symposium on Assistance to Aircraft Accident Victims and their Families (AAAVF 2021), including the 30 recommendations encapsulated in the Symposium report;

*Recalling* the useful initiatives of the Air Crash Victims' Families' Federation International (ACVFFI) in assisting family members of victims;

*Noting* that family members of victims of a civil aviation accident, irrespective of where the accident occurs or the national origin of the victims, express certain fundamental human needs and emotions; and

*Recognizing* that public attention will continue to focus on States' investigative actions, as well as the human interest aspects of a civil aviation accident;

*The Assembly:*

1. *Calls on* Member States to reaffirm their commitment to support victims of civil aviation accidents and their family members;

2. *Urges* Member States to establish legislation, regulations and/or policies to support victims of civil aviation accidents and their family members, as mandated by ICAO Annex 9 Standard 8.47, and pursuant to Article 28 of the Montréal Convention of 28 May 1999 and Resolution No. 2 adopted by the Montréal Conference;

3. *Encourages* States that have legislation, regulations and/or policies to support civil aviation accident victims and their families to review these documents, as necessary, in consideration of the ICAO Policy in Doc 9998 and of the guidance material in Doc 9973;
4. *Urges* Member States to regularly inform ICAO, through the compliance checklist (CC) in the Electronic Filing of Differences (EFOD) system regarding their level of implementation of Annex 9 provisions associated with family assistance plans;
5. *Urges* Member States to recognize 20 February as the International Day for Commemorating Air Crash Victims and their Families and conduct national commemorations relevant to their citizens impacted by civil aviation tragedies;
6. *Urges* Member States which have not already done so, to ratify and implement the Montréal Convention of 28 May 1999 (*Convention for the Unification of Certain Rules for International Carriage by Air*);
7. *Welcomes* the recommendations of the Symposium and directs the Council to incorporate into the next triennium Business Plan those Symposium's recommendations that require further consultation with expert groups, and in particular to support capacity-building needs of Member States;
8. *Directs* the Council to actively and timely follow-up the relevant ICAO expert groups regarding those recommendations emanating from the Symposium as required;
9. *Directs* the Council, when considering the extent of the level of implementation of family assistance plans, to give further consideration to the development of Standards and Recommended Practices to support victims of civil aviation accidents and their family members; and
10. *Declares* that this resolution supersedes Resolution A39-27.

13.30 Bolivia supported by Colombia, Ecuador, and Uruguay, in WP/339, reported on its implementation of the Protocol/Plan for Assistance to Aircraft Accident Victims and their Families that seeks to avoid duplication of efforts and responsibilities in the immediate aftermath of an aircraft accident. The Committee encouraged States and industry to increase their efforts in implementing appropriate legislation, regulations policies and plans to provide assistance to aircraft accident victims and their families.

13.31 The Republic of Korea, in WP/272, reported on its legislation regarding assistance for aircraft accident victims and their families, and called on States to be actively involved and prepare measures to increase the level of assistance to aircraft accident victims and their families. The Committee urged States and industry to increase their efforts in implementing Annex 9 — *Facilitation* provisions on assistance to aircraft accident victims and their families. The Committee noted that ICAO plans to convene a second Symposium on assistance to aircraft accident victims and their families in the next triennium, and encouraged States, industry and other stakeholders to participate fully.

13.32 The Air Crash Victims' Families' Federation International (ACVFFI), in WPs/88 and 98 invited the Assembly to request ICAO to identify or establish a dedicated Section/Unit to address assistance to aircraft accident victims and their families within the Secretariat, enhance relevant provisions in Annexes 14 and 19, and for States and industry to collaborate with ACVFFI. The Committee agreed to refer proposals to amend the Annexes to the relevant ICAO Panels and working groups for further discussions, while noting that work was already ongoing in the Aerodromes Design and Operations Panel. It agreed that

the proposal for the identification or establishment of a unit within ICAO be referred to the Secretary General in order to outline the precise role, structure and associated resources of any such proposed unit. The Committee did not endorse action b) in WP/98.

### ***Accessibility in aviation***

13.33 Bolivia (Plurinational State of), supported by Belize, Brazil, Costa Rica, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua and Uruguay, in WP/359, reported on its implementation of the Protocol on Assistance to Passengers with Reduced Mobility in respect of air transport facilitation, and invited the Assembly to consider the best practices of the Bolivian State for the implementation of similar measures in other Member States. The Committee urged States and industry to implement the provisions of relevant ICAO Annexes and enhance their efforts to ensuring accessibility in air transport for persons with disabilities.

13.34 Brazil, in WP/185, reported that it is essential to provide reference to service providers in the care of travellers with disabilities, intending to deliver a predictable, pleasant, and dignified travel experience throughout the passenger journey and promote a much broader understanding of established industry processes in alignment with existing key rules and regulations. Following discussions, the Committee noted the ongoing work by ICAO on this very important matter and agreed that the Council, through relevant ICAO Panels and working groups discuss accessibility practices taking into account lessons learned from the COVID-19 pandemic.

13.35 In WP/79 Revision No.1, Czechia on behalf of the European Union and its Member States, the other Member States of the European Civil Aviation Conference (ECAC), Canada, Singapore, Bolivia, Brazil, Costa Rica, Venezuela (Bolivarian Republic of), Airports Council International (ACI) and the International Air Transport Association (IATA), reported that there is a need to identify and eliminate obstacles and barriers that limit the access to air transport by persons with disabilities, and presented a draft new Resolution on accessibility of air transport to persons with disabilities and persons with reduced mobility, for adoption by the Assembly. Following discussions, the Committee emphasized the need to include the consideration of safety matters in the future work on accessibility and the importance of State compliance with relevant Annex 9 SARPs in this area. The Committee agreed to recommend to the Plenary for adoption Resolution 13/2 with some amendments proposed during the discussion as indicated below.

### **Resolution 13/2: Accessibility in International Civil Aviation**

*Whereas* persons with disabilities and reduced mobility form a large and growing proportion of the world's population;

*Whereas* the United Nations (UN) Convention on the Rights of Persons with Disabilities and its Optional Protocol promotes, protects and ensures the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, including freedom of movement and freedom of choice;

*Recalling* the UN Disability Inclusion Strategy, which provides the foundation for sustainable and transformative progress on disability inclusion through all pillars of work of the United Nations;

*Recalling* that the UN Resolution A/RES/76/154 adopted by the General Assembly in 2021 recognized the importance of accessibility for persons with disabilities in all aspects of life and the need to identify and eliminate prejudice, discrimination, obstacles and barriers that limit the access of persons with disabilities to the physical environment, to transportation, to information and communications;

*Noting with concern* that, despite these instruments and undertakings, persons with disabilities and reduced mobility continue to face barriers in their participation as equal members of society, including barriers to their free movement;

*Acknowledging* that the aviation community needs to accommodate the demand of growing number of persons with visible and invisible disabilities, as well as persons with reduced mobility and aging populations;

*Recognizing* the importance of government and industry working together to support the travel needs of persons with disabilities and reduced mobility while prioritizing safety in all circumstances;

*Affirming* that diversity and social inclusion are concepts that are essential to the sustainable growth of international civil aviation;

*Recognizing* the essential nature of air transport services and the need to provide equal access to such services for all passengers;

*Also acknowledging* that digitization and innovation are creating new opportunities as well as new challenges for persons with disabilities, with reduced mobility and aging populations;

*Reemphasizing* the relevant Standards and Recommended Practices contained in Annex 9 — *Facilitation* as well as the procedures and principles contained in Doc 9984 – *Manual on Access to Air Transport by Persons with Disabilities*;

*The Assembly:*

1. *Resolves* that dignity and non-discrimination are universal rights that apply to all persons, including persons with disabilities and persons with reduced mobility traveling by air;
2. *Requests* the Council to:
  - a) ensure that ICAO exercise continuous leadership on sustainability, including the social sustainability imperatives of inclusion and accessibility;
  - b) develop an effective strategy and work programme on accessibility for passengers with disabilities and reduced mobility in order to reach for a disability-inclusive air transport system in cooperation with all the stakeholders;
  - c) ensure that Annex 9 — *Facilitation* SARPs recognize the essential nature of accessible services for persons with disabilities and reduced mobility;
3. *Urges* Member States to prioritize the inclusion and accessibility of air transport services to persons with disabilities and reduced mobility;
4. *Encourages* all Member States to strive for uniformity in their air transport accessibility regulations, standards and procedures, to the greatest extent practicable and working closely with disability groups and other relevant stakeholders;
5. *Encourages* Member States to ensure that the transport sector coordinates its approach with the industry and civil society in order to deliver accessible end-to-end services to persons with disabilities and reduced mobility, working closely with disability groups and other relevant stakeholders; and
6. *Encourages* Member States to support ICAO activities with resources, both financial and in-kind, to ensure a successful implementation of agreed measures to support air transport of persons with disabilities and reduced mobility.

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13.36 In WP/340, the Dominican Republic, supported by Aruba (Kingdom of the Netherlands), Belize, Bolivia (Plurinational State of), Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Uruguay and Venezuela (Bolivarian Republic of), reported on initiatives by its Civil Aviation Authority (JAC) to raise awareness, and promote good practices in terms of accessibility in air transport, including development of guidelines for the humanization of the treatment of passengers with reduced mobility. Following discussions, the Committee noted the initiatives by the Dominican Republic, and urges ICAO and States to enhance their efforts towards appropriate provisions for the transport of persons with disabilities by air.

13.37 The Committee noted information papers: WP/544 presented by Brazil and WP/461 presented by the International Partners for Aviation Development, Innovation and Sustainability (iPADIS).

### ***Trafficking in Persons and Trafficking in Wildlife***

13.38 Argentina, Paraguay and Uruguay, in WP/54 and supported by Belize Bolivia (Plurinational State of), Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Jamaica, Latin American Civil Aviation Commission (LACAC), Mexico, Netherlands, Nicaragua, Panama, Peru, Suriname and Venezuela (Bolivarian Republic of) in WP 412, reported on the current situation in States in the South American Region as regards to human trafficking, and invited the Assembly to consider inter alia, strengthening international cooperation and inter-sector collaboration, and encouraged States to incorporate issues related to human trafficking in their aviation security and facilitation culture campaigns. Following discussions, the Committee urged States to incorporate human trafficking in their aviation security and facilitation culture campaigns, promote protocols and response mechanisms for reporting cases, as well as the sharing statistics among points of contact (PoC), including seminars and workshops in ICAO Regional Offices.

13.39 The United States, in WP/318, co-sponsored by Thailand, reported that public facing aviation personnel and the travelling public can play an important role in intercepting and stopping human trafficking when equipped with the ability to recognize and report suspected instances of the crime to the proper authorities when a Comprehensive Strategy to combat human trafficking is adopted. The paper invited the Assembly to support a Resolution on the importance of a Comprehensive Strategy. Following discussions, the Committee noted that Assembly Resolutions A40-15, *Development and implementation of facilitation provisions – combatting human trafficking* and A40-16, *Consolidated statement on continuing ICAO polices related to facilitation* contain provisions on human trafficking and agreed that the operative clauses in the draft resolution in the Appendix to the paper should be addressed by amending Assembly Resolution A40-15, as necessary, rather than establishing a new resolution.

### **Resolution 13/3: Development and implementation of facilitation provisions — combatting human trafficking**

*Whereas* the Protocol to Prevent, Suppress and Punish Trafficking in Persons Especially Women and Children, supplementing the United Nations Convention against Transnational Organized Crime, adopted in November 2000 by the United Nations General Assembly and entered into force on 28 January 2004, provides an international framework and is ratified by a majority of countries;

*Whereas* the joint ICAO and United Nations Human Rights Office of the High Commissioner Circular 352 on Guidelines for Training Cabin Crew on Identifying and Responding to Trafficking in Persons released in May 2018 underscores the important role of international aviation in combatting human trafficking;

*Whereas* training customer-facing employees and other aviation personnel to identify and respond to suspected instances of human trafficking can help stop this crime;

*Whereas* Recommended Practice 8.49 in Annex 9 — *Facilitation* encourages Contracting states to take measures to ensure that procedures are in place to combat trafficking in persons, including clear reporting systems and relevant competent authorities' points of contact for airport and aircraft operators;

*Whereas* Recommended Practice 8.50 in Annex 9 encourages Contracting States to take measures to ensure that airport and aircraft operators' personnel in direct contact with the traveling public are provided with awareness training on trafficking in persons;

*Whereas* conducting awareness campaigns among aviation personnel and the traveling public can help to increase recognition and reporting of suspected instances of human trafficking; and

*Whereas* ICAO should foster the development of clear human trafficking guidelines for each State to implement, including model reporting protocols and a victim-centered and trauma-informed law enforcement response;

*Whereas* Doc 10171, *A Comprehensive Strategy for Combatting Human Trafficking in the Aviation Sector* approved by FALP in July 2021 and by the Air Transport Committee (ATC) in September 2021 enhances national counter-trafficking policies and procedure frameworks and equips States, Civil Aviation Authorities and organizations, aircraft operators and airports with guidance and recommendations to inform their development of comprehensive counter-trafficking strategies in line with ICAO Assembly Resolution A41-17, *Consolidated statement of continuing ICAO policies related to facilitation*;

*Whereas* adopting a Comprehensive Strategy inclusive of laws, leadership, policies, reporting protocols and response mechanisms, partnerships, training, public awareness, data collection, information-sharing including trafficking survivor-informed recommendations and perspectives, and victim and survivor support can help civil aviation authorities and organizations, aircraft operators and airports stop this crime;

The Assembly:

1. *Urges* Member States to give attention to adopting and promptly implementing Amendment 29 to Annex 9's Recommended Practices 8.49 and 8.50;
2. *Calls* on Member States to give due regard to Circular 352, Guidelines for Training Cabin Crew on Identifying and Responding to Trafficking in Persons, in their implementation of the relevant provisions of Annex 9;
3. *Requests* that the Council ensure that relevant guidance material related to the issue of combatting human trafficking is current and responsive to the needs of Member States; and
4. *Calls* on Member States to give due regard to Doc 10171, *A Comprehensive Strategy for Combatting Human Trafficking in the Aviation Sector*, in their implementation of the relevant provisions of Annex 9.

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13.40 In WP/420, Venezuela (Bolivarian Republic of) supported by Argentina, Bolivia (Plurinational State of), Panama, Paraguay and Uruguay, reported that action to combat human trafficking would benefit from additional protocols based on experience in identifying and acting on anomalous situations, as applied in civil aviation security. The Committee, in considering the paper, urged States to enhance their efforts to implement the provisions of Annex 9 — *Facilitation*, and consider ICAO guidance material, and collaborate with all relevant stakeholders.

13.41 Airport Council International (ACI) and the International Air Transport Association (IATA), in WP/144, reported that air transport is a frequently used method of transport for traffickers in wildlife, and propose an amendment to Assembly Resolution A40-16. Following discussions, the Committee agreed to amend Assembly Resolution A40-16 to include provisions to address trafficking in wildlife.

#### ***Consolidated statement on continuing ICAO policies related to facilitation***

13.42 The Council, in WP/18, reported on the recent developments and the future focus of ICAO's work in the field of facilitation, Annex 9 — *Facilitation*, the ICAO Traveller Identification Programme (TRIP) Strategy and the ICAO Public Key Directory (PKD), and invited the Assembly to adopt the draft Resolution presented in the Appendix to the paper. The Committee having considered the working paper has agreed to recommend to the Plenary for adoption Resolution 13/4, which should supersede Resolution A40-16. It noted the position of one delegation regarding the unilateral ratification of the Montréal Protocol 2014.

#### **Resolution 13/4: Consolidated statement on continuing ICAO policies related to facilitation**

*Whereas* Annex 9 — *Facilitation*, was developed as a means of articulating the obligations of Member States under Articles 22, 23 and 24 of the Convention and standardizing procedures for meeting the legal requirements referred to in Articles 10, 13, 14, 29 and 35;

*Whereas* implementation of the Standards and Recommended Practices in Annex 9 is essential to facilitate the clearance of aircraft, passengers and their baggage, cargo and mail and manage challenges in border controls and airport processes so as to maintain the efficiency of air transport operations;

*Recognizing* that the restrictions and public health measures brought by the COVID-19 pandemic have had a serious impact on the aviation industry and that this impact must be taken into account by ICAO and Member States when making decisions on air transport facilitation;

*Reaffirming* the commitments made in the Ministerial Declaration of the High-level Conference on COVID-19 (HLCC 2021) among others, the need to ensure a safe, secure, and orderly flow of traffic with operational readiness of aviation, and to ensure the long-term resilience of international aviation and incorporate the lessons learned from the current and past pandemics;

*Recalling* the conclusions and recommendations of the Facilitation stream of the High-level Conference on COVID-19 (HLCC 2021) of October 2021;

*Whereas* it is essential that Member States continue to pursue the objective of maximizing efficiency and security in such clearance operations; and

*Whereas* United Nations Security Council resolutions stress the continuing importance of ICAO's work on border control management and security of travel documents in the fight against terrorism.

*The Assembly:*

1. *Resolves* that the Appendices attached to this resolution and listed below constitute the consolidated statement of continuing ICAO policies related to facilitation, as these policies exist at the close of the 41st Session of the Assembly:

Appendix A — Development and implementation of facilitation provisions

Appendix B — National and international action in ensuring the security and integrity of traveller identification and border controls

Appendix C — National and international action and cooperation on facilitation matters

Appendix D — Passenger Data Exchange Systems

2. *Requests* the Council to keep the consolidated statement related to facilitation under review and advise the Assembly as appropriate when changes are needed to the statement; and

3. *Declares* that this resolution supersedes Resolution A40-16: Consolidated statement of continuing policies related to facilitation.

## **APPENDIX A**

### **Development and implementation of facilitation provisions**

*Whereas* the *Convention on the Rights of Persons with Disabilities* and its Optional Protocol, that had been adopted in December 2006 by the United Nations General Assembly, entered into force on 3 May 2008;

*Whereas* the development of specifications for machine readable travel documents by the Organization has proved effective in the development of systems that expedite the movement of international passengers and crew members through clearance control at airports while enhancing immigration and other border control authorities compliance programmes;

*Whereas* the development of a set of standard signs to facilitate the efficient use of airport terminals by travellers and other users has proved effective and beneficial;

*Whereas* making air travel accessible for all passengers is a key contributor to the achievement of the UN Sustainable Development Goals (SDGs);

*Whereas* Machine Readable Travel Documents (MRTDs) strengthen the border control management process and enhance security by improving the integrity of documents which verify the identity of travellers and air crew;

*Whereas* such MRTDs also enable high-level cooperation among States to strengthen resistance to passport fraud, including the forgery or counterfeiting of passports, the use of valid passports by impostors, the use of expired or revoked passports, and the use of fraudulently obtained passports;

*Whereas* the use of MRTDs and other passenger information tools can also be employed for security purposes, by strengthening border control management processes and improving the integrity of documents, adding an important layer to the international civil aviation system, in order to detect terrorists and prevent acts of unlawful interference well before the aircraft boarding process;

*Whereas* the 38th Session of the ICAO Assembly in 2013 resolved that Members States should be encouraged to use the Electronic Filing of Differences (EFOD) System that was developed to address the

need for a more efficient means of reporting and researching differences to Standards and Recommended Practices and for replacing the existing paper-based mechanism;

*Mindful* of the Annex 9 — *Facilitation* components that support both border management and border security objectives which are audited under the ICAO Universal Security Audit Programme (USAP); ~~and~~

*Recognizing* the importance of Facilitation and the need for adequate human and financial resources to support the Facilitation programme's activities and to assist Member States in implementing the Standards and Recommended Practices in Annex 9 — *Facilitation*;

*Recalling* the Communiqué of the High-Level Conference on Aviation Security held in Montréal on 29 and 30 November 2018, and the conference's conclusions and recommendations related to border control management.

*The Assembly:*

1. *Urges* Member States to give special attention to increasing their efforts to implement Annex 9 Standards and Recommended Practices;
2. *Requests* Member States to implement, to the extent practicable, globally and regionally-harmonized, collaborative, and mutually accepted measures that take into consideration different national circumstances and policies, without creating undue economic burdens or compromising the safety and facilitation of civil aviation, to facilitate the recovery and sustainable development of international passenger travel;
3. *Urges* Member States to give due regard to Doc 9984, *Manual on Access to Air Transport by Persons with Disabilities*, in their implementation of the relevant provisions of Annex 9;
4. *Requests* the Secretary General to develop a work programme on accessibility for passengers with disability in order to reach for a disability-inclusive air transport system;
5. *Requests* the Council to ensure that Annex 9 — *Facilitation*, is current and addresses the contemporary requirements of Member States as well as their appropriate obligations towards the United Nations Security Council resolutions with respect to border control management and security of travel documents, their obligations towards the World Health Organization (WHO) International Health Regulations (2005), the handling of and responses to public health emergencies in addition to Member States' requirements relating to the administration of cargo and passengers; and advances in technologies related to such administration;
6. *Requests* the Secretary General to ensure that relevant guidance material is current and responsive to the requirements of Member States;
7. *Requests* the Council to ensure that the provisions of Annex 9 — *Facilitation* relating to border control management, and Annex 17 — *Security*, are compatible with and complementary to each other;
8. *Urges* Member States to give due regard to existing guidance material and best practices on wayfinding and signage, including Doc 9636, *International Signs to Provide Guidance to Persons at Airports and Marine Terminals*, to the extent it remains applicable;
9. *Urges* Member States to ensure that all relevant agencies and departments that have a role in the implementation of Annex 9 — *Facilitation*, including but not limited to, civil aviation administrations, immigration, customs, health, quarantine, travel document-issuing authorities, air traffic control, law enforcement, postal authorities, border police, and foreign affairs, collaborate and coordinate their efforts

through the national air transport facilitation committee or similar arrangements, in order that the Annex 9 Compliance Checklist is comprehensively completed in the Electronic Filing of Differences (EFOD) System;

10. *Urges* the Council to ensure that the Facilitation Programmes is treated as a matter of highest priority and appropriate resources are made available by ICAO and its Member States;

11. *Urges* all Member States to continue to financially support the Organization's facilitation activities with voluntary contributions in the form of human and financial resources beyond those budgeted for under the regular programme; and

12. *Recognizing* the leadership role of ICAO in the area of facilitation activities, requests the Council and the Secretary General to ensure the long-term sustainability of the Organization's facilitation programmes, by taking measures to incorporate the funding requirements within the Regular Programme Budget and ensure adequate human resources are available, as soon as possible and to the extent practicable.

## **APPENDIX B**

### **National and international action in ensuring the integrity of traveller identification and border controls and enhancing security**

*Whereas* Member States recognize the relevance of traveller identification and border control management to the ICAO Strategic Objective of security and facilitation;

*Whereas* Member States recognize that the ability to uniquely identify individuals requires a holistic and coordinated approach, which links the following five interdependent elements of traveller identification and border control management into a coherent framework:

- a) Foundational documents, tools and processes required to ensure evidence of identity;
- b) The design and manufacture of standardized Machine Readable Travel Documents (MRTDs), especially ePassports, that comply with ICAO specifications defined in Doc 9303, *Machine Readable Travel Documents*;
- c) Processes and protocols for document issuance by appropriate authorities to authorized holders, and controls to combat theft, tampering and loss;
- d) Inspection systems and tools for the efficient and secure reading and verification of MRTDs at borders, including use of the ICAO Public Key Directory (PKD); and
- e) Interoperable applications that provide for timely, secure and reliable linkage of MRTDs and their holders to available and relevant data in the course of inspection operations;

*Whereas* Member States require capacity to uniquely identify individuals and require tools and mechanisms available to establish and confirm the identity of travellers;

*Whereas* the ICAO Traveller Identification Programme (ICAO TRIP) Strategy provides the global framework for achieving the maximum benefits of travel documents and border controls by bringing together the elements of the traveller identification management;

*Whereas* Member States of the United Nations have resolved, under resolution 70/1 adopted on

25 September 2015 to adopt a 2030 Agenda for Sustainable Development that includes a set of 17 Sustainable Development Goals (SDGs) supported by 169 targets, the target 16.9 being to provide legal identity for all, including birth registration by 2030;

*Whereas* the United Nations Security Council, in resolutions 1373 (2001), 2178 (2014) 2396 (2017), and 2482 (2019) decided that all Member States shall prevent the movement of terrorists or terrorist groups by effective border controls and controls on issuance of identity papers and travel documents, and through measures for preventing counterfeiting, forgery or fraudulent use of identity papers and travel documents;

*Whereas* the veracity and validity of machine readable travel documents (MRTDs) depends on the readability and protection of these documents, physical securities contributing to them, and electronic securities guaranteeing them;

*Whereas* the limitation of the number of possible civil status for a person depends on the documentation used to establish identity, confirm citizenship or nationality and assess entitlement of the passport applicant (i.e. breeder documentation);

*Whereas* the passport is the main official travel document that denotes a person's identity and citizenship and is intended to inform the State of transit or destination that the bearer can return to the State which issued the passport;

*Whereas* international confidence in the integrity of the passport is essential to the functioning of the international travel system;

*Whereas* the use of stolen blank passports, by those attempting to enter a country under a false identity, is increasing worldwide;

*Whereas* reporting promptly accurate information about stolen, lost or revoked travel documents issued by each Member State to the International Criminal Police Organization (INTERPOL) Stolen and Lost Travel Documents (SLTD) database is mandatory as per an Annex 9 — *Facilitation Standard*;

*Whereas* the security of traveller identification and border controls depends on a robust identification management system and the integrity of the travel document issuance process;

*Whereas* high-level cooperation among Member States is required in order to strengthen resistance to passport fraud, including forgery or counterfeiting of passports, use of valid passports by impostors, use of expired or revoked passports, and the use of fraudulently obtained passports;

*Whereas* Member States of the United Nations have resolved, under the Global Counter-Terrorism Strategy adopted on 8 September 2006, to step up efforts and cooperation at every level, as appropriate, to improve the security of manufacturing and issuing identity and travel documents and to prevent and detect their alteration or fraudulent use;

*Whereas* enhanced and intensified cooperation among Member States is required in order to combat and prevent identification and travel document fraud;

*Whereas* Convention Travel Documents (CTDs) are travel documents that States Parties to the 1951 Convention Relating to the Status of Refugees ("the 1951 Convention") and the 1954 Convention Relating to the Status of Stateless Persons ("the 1954 Convention") shall issue to refugees or stateless persons lawfully staying on their territory (see respective Article 28 of both Conventions), and as such are travel documents foreseen in two international treaties for persons benefitting from an internationally recognized status;

*Whereas* ICAO has set up the Public Key Directory (PKD) to assist in the authentication of electronic Machine Readable Travel Documents (eMRTDs) including ePassports, thereby strengthening their security and the integrity of border controls;

*Whereas* Member States request from ICAO Programmes technical assistance and capacity-building support in strengthening their traveller identification and border control management; and

*Whereas* cooperation on human trafficking matters amongst Member States and with the various national, regional, international parties and other stakeholders interested in this area has brought benefits to procedures to combat trafficking in persons.

*The Assembly:*

1. *Urges* Member States, through their travel document and border control management, to uniquely identify individuals to maximize facilitation and aviation security benefits, including preventing acts of unlawful interference and other threats to civil aviation;

2. *Urges* Member States to implement rigorous processes and tools to safeguard the integrity and security of breeder documentation by notably applying evidence of identity principles such as ensuring that identity exists and is living, the applicant links to identity and is unique to the system through the provision of confidence of the applicant's "social footprint" and check against agency record or by associating the record with one or more biometrics;

3. *Urges* Member States to intensify their efforts in developing and implementing a robust identification management system and safeguard the security and integrity of the travel document issuance process;

4. *Urges* Member States to intensify their efforts in establishing and implementing a solid verification system of the integrity of electronic Machine Readable Travel Documents, in particular by authenticating their electronic signatures and verifying their validity;

5. *Requests* the Council to direct the Secretary General to maintain and update the ICAO TRIP Strategy Implementation Roadmap to assist Member States to uniquely identify individuals, and to enhance the security and integrity of their travel documents and border controls;

6. *Requests* Member States to intensify their efforts to safeguard the security and integrity of traveller identification and border controls, and to assist one another in these matters;

7. *Urges* those Member States that have not already done so, to issue machine readable passports in accordance with the specifications of Doc 9303;

8. *Reminds* Member States to ensure that non-machine readable passports are withdrawn from circulation;

9. *Urges* those Member States that have decided to issue eMRTDs to do so in accordance with the specifications of Doc 9303;

10. *Urges* Member States to ensure that when issuing travel documents for refugees and stateless persons ("Convention Travel Documents (CTDs)"), these CTDs are machine readable, in accordance with the specifications of Doc 9303;

11. *Reminds* Member States to establish controls to safeguard against the theft of blank travel documents and the misappropriation of newly issued travel documents;

12. *Urges* those Member States requiring assistance in building effective and efficient traveller identification and border control systems to contact ICAO without delay;
13. *Requests* the Council to ensure that specifications and guidance material contained in Doc 9303, *Machine Readable Travel Documents*, remain up to date in the light of technological advances;
14. *Urges* Member States to reinforce their border control management processes as also required by the relevant United Nations Security Council resolutions, by implementing the related Annex 9 — *Facilitation Standards*.
15. *Calls* upon Member States to implement technological solutions aimed at enhancing security and facilitation of border controls while improving clearance procedures, such as the joint use of Automated Border Control (ABC) gates and the ICAO PKD when authenticating eMRTDs;
16. *Requests* the Secretary General to continue to explore technological solutions aimed at enhancing security and facilitation of border controls while improving clearance procedures;
17. *Requests* the Council to continue the work on further strengthening the integrity of traveller identification and border controls management and enhancing security, and developing guidance material to assist Member States to further those objectives;
18. *Urges* the Council to explore ways of intensifying assistance and capacity-building support to Member States in the traveller identification and border control areas, including a proactive leadership role for ICAO in facilitating and coordinating such assistance in the international community;
19. *Urges* all Member States to join the ICAO PKD, upload relevant information from their own State to the PKD, and to use the information available from all States in the ICAO PKD to authenticate eMRTDs at border controls;
20. *Urges* those Member States that are not already doing so to promptly report accurate information about stolen, lost, and revoked travel documents issued by their State, to INTERPOL for inclusion in their Stolen and Lost Travel Document (SLTD) database;
21. *Calls* upon those Member States that are not already doing so to query, at entry and departure border control points, the travel documents of individuals travelling internationally against the INTERPOL Stolen and Lost Travel Documents (SLTD) database;
22. *Urges* Member States to establish efficient and effective mechanisms in order to implement submissions to and queries of, the SLTD database.
23. *Urges* Member States to establish between all involved stakeholders an efficient information sharing and collaboration system in the prevention of human trafficking; and
24. *Requests* the Secretary General to continue to develop relevant guidance material on combatting trafficking in persons in order to support Member States in their implementation of the provisions of Annex 9 — *Facilitation* related to trafficking in persons.

## APPENDIX C

### **National and international action and cooperation on facilitation matters**

*Whereas* there is a need for continuing action by Member States to improve the effectiveness and efficiency of clearance control formalities;

*Whereas* the establishment and active operation of national air transport facilitation programmes and facilitation committees is a proven means of effecting needed improvements;

*Whereas* cooperation on facilitation matters amongst Member States and with the various national regional, and international parties, and industry interested in facilitation matters has brought benefits to all concerned;

*Whereas* such cooperation has become vital in the light of the proliferation of non-uniform passenger data exchange systems that adversely affect the viability of the air transport industry, and the increasing requests by border control authorities for exchange of passenger data;

*Whereas* the threat of worldwide transmission of communicable diseases by means of air transport has increased in past years; ~~and~~

*Whereas* Annex 9 provides a framework for the facilitation of assistance to aircraft accident victims and their families, notably, Standard 8.47 obliging Member States to establish legislation, regulations and/or policies in support of assistance to aircraft accident victims and their families, and the Recommended Practice for aircraft and airport operators to develop appropriate plans to provide timely and effective assistance to aircraft accident victims and their families; and

*Whereas* cooperation on wildlife trafficking matters amongst Member States and with the various national, regional, international parties and other stakeholders interested in this area has brought benefits to procedures to combat wildlife trafficking.

*The Assembly:*

1. *Urges* Member States to establish and utilize national air transport facilitation programmes and facilitation committees and adopt policies of cooperation on a regional basis among neighbouring States;
2. *Urges* Member States to participate in regional and subregional air transport facilitation programmes of other intergovernmental aviation organizations;
3. *Urges* Member States to take all necessary steps, to ensure the development of a National Air Transport Facilitation Programme, and establishment of facilitation committees or other appropriate means, for:
  - a) ensuring timely and effective implementation of Annex 9 — *Facilitation Standards and Recommended Practices*;
  - b) regularly calling the attention of all interested departments of their governments to the need for:
    - i. making the national regulations and practices conform to the provisions and intent of Annex 9;
    - ii. working out satisfactory solutions for day-to-day problems in the facilitation field;

- iii. promoting a Facilitation culture;
  - iv. coordination amongst all relevant agencies, departments of the State, including public health authorities and relevant stakeholders through the implementation of National Air Transport Facilitation Committees (NATFCs).
- c) taking the initiative in any follow-up action required; and
  - d) ensuring that the appropriate coordination is in place for the effective implementation of the ICAO TRIP Strategy.
4. *Urges* Member States to encourage the study of facilitation problems by their national and other facilitation programmes and committees and to coordinate the findings of their committees on facilitation problems with those of other Member States with which they have air links;
5. *Urges* neighbouring and bordering Member States to consult one another about common problems that they may have in the facilitation field whenever it appears that these consultations may lead to a uniform solution of such problems;
6. *Urges* Member States, aircraft operators and airport operators to continue to cooperate intensively as regards:
- a) identification and solution of facilitation problems; and
  - b) developing cooperative arrangements for the prevention of illicit narcotics trafficking, illegal immigration, the spread of communicable diseases and other threats to national interests;
7. *Urges* Member States to call upon aircraft and airport operators and their associations to participate in electronic data interchange systems in order to achieve maximum efficiency levels in the processing of cargo traffic at international terminals;
8. *Urges* Member States to implement the provisions of Annex 9 to facilitate assistance to aircraft accident victims and their families, including ensuring that aircraft and airport operators develop appropriate plans to provide timely assistance to aircraft accident victims and their families, recognizing that airport operators' plans may form part of the aerodrome emergency plans required under Annex 14;
9. *Urges* Member States and aircraft and airport operators, in cooperation with interested international organizations, to make all possible efforts to speed up the handling and clearance of air cargo, while ensuring the security of the international supply chain;
10. *Requests* Member States to consider identifying and designating an appropriate authority or a relevant coordination mechanism for facilitation and ensure that sustainable funding mechanisms and corresponding human resources are available to support the implementation of facilitation provisions of Annex 9 and related activities;
11. *Requests* Member States to ratify and implement the Montréal Protocol 2014 and consider the recommendations in the ICAO *Manual on the Legal Aspects of Unruly and Disruptive Passengers* (Doc 10117);

12. *Requests* Member States to ensure provision of assistance to persons with disabilities travelling by air and especially take steps to mitigate the barriers that limit the ability of the elderly and persons with disabilities in times of abnormal processes, such as during public health-related emergencies;

13. *Urges* Member States to ensure that airport facilities are adapted to the needs of persons with disabilities, that lifting systems and appropriate devices are made fully available, that designated points for the pick-up and drop-off of persons with disabilities are made available as close as possible to main entrances and/or exits of the terminal building and that adequate accessible parking facilities are provided for people with mobility needs, including during a public health emergency;

14. *Urges* Member States to ensure that airport services are made available that meet the needs of passengers with disabilities, including services for provision of flight service related information to hearing- and visually-impaired persons;

15. *Urges* Member States to undertake dialogue and cooperation between national, regional and international, border control and security-related bodies regarding their obligations towards Annex 9 – *Facilitation* and relevant United Nations Security Council resolutions;

16. *Requests* the Secretary General to ensure ICAO continues its work on border control management and security of travel documents in the fight against terrorism, and to strengthen its cooperation and collaboration with relevant United Nations (UN) agencies, such as UN Office of Counter Terrorism (UNOCT) and UN Office on Drugs and Crime (UNODC); and

17. *Urges* Member States to establish between all involved stakeholders an efficient information sharing and collaboration system in the prevention of wildlife trafficking.

## **APPENDIX D**

### **Passenger Data Exchange Systems**

*Whereas* there is a need for continuing action by Member States to improve the effectiveness and efficiency of clearance control formalities;

*Whereas* UN Security Council, in resolution 2396 (2017), in welcoming ICAO's decision to establish a standard under Annex 9 — *Facilitation*, regarding the use of Advance Passenger Information (API) systems by its Member States, and recognizing that many ICAO Member States have yet to implement this standard, has decided, in paragraph 11, that in furtherance of paragraph 9 of resolution 2178 (2014) and the ICAO standard, its Member States are, inter alia, to establish API systems and shall require airlines operating in their territories to provide API to the appropriate national authorities-;

*Whereas* UN Security Council, also in resolution 2396, at paragraph 12, has decided that Member States shall develop the capability to collect, process and analyse, in furtherance of ICAO standards and recommended practices, Passenger Name Record (PNR) data and to ensure PNR data is used by and shared with all their competent national authorities, with full respect for human rights and fundamental freedoms for the purpose of preventing, detecting and investigating terrorist offenses and related travel, further calls upon Member States, the UN, and other international, regional, and subregional entities to provide technical assistance, resources and capacity building to Member States in order to implement such capabilities, and, where appropriate, encourages Member States to share PNR data with relevant or concerned Member States to detect foreign terrorist fighters returning to their countries of origin or nationality, or traveling or relocating to a third country, with particular regard for all individuals designated by the Committee established pursuant to resolutions 1267 (1999), 1989 (2011), and 2253 (2015).

Whereas the UN Security Council, in resolution 2482 (2019), has called upon Member States to implement obligations to collect and analyse API and develop the ability to collect, process and analyse, in furtherance of International Civil Aviation Organization (ICAO) standards recommended practices, PNR data and to ensure PNR data is used by and shared with competent national authorities, with full respect for human rights and fundamental freedoms, which will help security officials make connections between individuals associated to organized crime, whether domestic or transnational, and terrorists, to stop terrorist travel and prosecute terrorism and organized crime, whether domestic or transnational, including by making use of capacity building programmes; and

Whereas the use of both API and PNR data as mentioned in the ICAO TRIP Strategy can also be employed for security purposes, adding an important layer to the international civil aviation system, in order to detect terrorists and prevent acts of unlawful interference well before the aircraft boarding process;

*The Assembly:*

1. *Urges* Member States to call upon aircraft operators offering international air transport services to participate in electronic data interchange systems by providing advance passenger information in order to achieve maximum efficiency levels in the processing of passenger traffic at international airports;
2. *Urges* Member States, in the use of electronic passenger data exchange systems, to ensure that the passenger data requirements conform to international standards adopted by relevant international organizations and United Nations agencies for this purpose, and to ensure the security, fair processing and safeguarding of such data with full respect for human rights;
3. *Requests* Member States to implement the Passenger Data Single Window facility that allows parties involved in passenger transport by air to lodge standardized passenger information (i.e., API, iAPI and/or PNR) through a single data entry point to fulfil all regulatory requirements relating to the entry and/or exit of passengers that may be imposed by various agencies of the State;
4. *Urges* Member States to assist and share best practices, as appropriate, with other Member States in the establishment of passenger data exchange systems;
5. *Requests* Member States to consider the deployment of interactive API systems and to provide integrated pre-travel verification responses to aircraft operators related to immigration, security and public health requirements;
6. *Calls* upon Member States to support ICAO's work on the development of appropriate guidance material and implementation of Annex 9 PNR provisions; and
7. *Urges* Member States that have not already done so, to develop the capability to collect, process and analyse PNR data and to ensure that PNR data is used by and shared with their competent national authorities, with full respect for human rights and fundamental freedoms for the purpose of preventing, detecting and investigating terrorist offences and related travel.

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#### **Agenda Item 14: Aviation Security — Policy**

14.1 At its seventh and eighth meetings, the Executive Committee considered the subject of aviation security (AVSEC) policy based on the Council report on the Implementation of the Global Aviation Security Plan (GASeP) (WP/4), and the ICAO *Year of Security Culture (YOSC) 2021* (WP/23). The Committee also considered the Council's proposal for updating the following Resolutions: Consolidated Statement on Continuing ICAO Policies Related to Aviation Security (WP/5), and Cybersecurity in Civil Aviation (WP/22). In addition, there were 39 papers submitted by States and observers: WPs/ 137, 331, 75, 333, 189, 387, 222, 282 Revision No.1, 152, 349, 293, 422, 347 Revision No.1, 130, 154, 156, 388, 267, 480, 518, 524, 517, 330, 25, 271, 238 Revision No. 1, 302, 243, 539, 74, 158, 281, 231, 241, 151, 416, 374, 64, and 423.

14.2 Bangladesh in WP/137 proposed certain elements to be considered in the next revision of the GASeP, such as a more realistic, clearer and achievable version of the GASeP along with guidance.

14.3 Chile, Brazil and Colombia, and supported by Argentina, Ecuador, El Salvador, Guatemala, Panama, Uruguay, as well as States within the South American Region (SAM) and the Latin American Civil Aviation Commission (LACAC), in WP/331 shared experience of States in implementing the NAM/CAR/SAM regional GASeP roadmap. The paper also highlighted how the pandemic has affected cooperation mechanisms and the movement of persons giving rise on the need to revise the GASeP roadmap and its indicators.

14.4 Czechia on behalf of the European Union (EU) and its Member States, the other Member States of the European Civil Aviation Conference (ECAC) and the Member States of the African Civil Aviation Commission (AFCAC), and by China and co-sponsored by Brazil and the United States, in WP/75 advocated the development of clear monitoring and reporting processes of the GASeP as a means to enhance aviation security globally, without distracting from the compliance with Annex 17 — Aviation Security Standards and Recommended Practices (SARPs), leveraging existing data and resources, as well as mechanisms to target capacity development. The paper also highlighted the importance of building on and maintaining the momentum of the YOSC and advocated ICAO to take next steps to support meeting the objectives of the GASeP.

14.5 The Dominican Republic in WP/333 proposed the reformulation of the timelines set for the implementation of tasks under the GASeP, as well as the percentages of the total number of audited States that must reach the implementation percentages of the critical elements of an aviation security oversight system, as documented in the Universal Security Audit Programme – Continuous Monitoring Approach (USAP CMA). The paper also envisaged the establishment of a methodology to translate the results of indicators for the GASeP tasks into percentages, so that they are aligned with the aspirational global targets.

14.6 In WP/189 by the United States, co-sponsored by the Dominican Republic, Malaysia, Thailand, Singapore, United Arab Emirates, Airports Council International (ACI) and the International Air Transport Association (IATA), the 41st Assembly was invited to reflect on the successes of the efforts to raise security awareness, and proposed that the Assembly take action to ensure that opportunities to review, evaluate, and innovate ICAO aviation security plans and programmes are realized.

14.7 Venezuela (Bolivarian Republic of), supported by Bolivia (Plurinational State of), Colombia, Costa Rica, Dominican Republic, Ecuador, Panama and Uruguay, in WP/387 suggested that GASeP measurement mechanisms should be designed to make it possible to identify the percentage of contributions that “ICAO”, “States” and “Industry” components (or a combination of them) make to the level of implementation of the GASeP, and that such implementation should not be based exclusively on

the EI of States shown in USAP audit findings. It further suggested that it is important to be able to analyse the desirability of designing new parameters to measure the global aspirational targets in the GASeP, considering that the Roadmap is identified as a “living” document and that there is the possibility that it be periodically reviewed and adjusted, as necessary.

14.8 Brazil, with the support of the 20 LACAC Member States, in WP/222 shared Brazil’s experience with the rise of unruly passengers in the wake of the COVID-19 pandemic, in which many passengers refused to comply with aviation security rules or local health regulations.

14.9 The Republic of Korea in WP/282 Revision No.1 proposed the development of International Standards for the Aviation Security Voluntary Reporting (ASVR) system to enhance global aviation security based on security culture and requested the Assembly to consider introducing a proactive security management system by utilizing the database accumulated through the reporting system and introducing security performance targets and indicators.

14.10 The United Arab Emirates in WP/152, co-sponsored by Australia, Canada, the Netherlands, New Zealand, Singapore and the United States, recalled that quality control methodology during the COVID-19 pandemic included some remote techniques in order to apply physical distancing and comply with imposed COVID-19 restrictions and measures. The paper provided consideration of potential benefits for further development of remote techniques as a supplementary means to perform effective aviation security oversight.

14.11 Venezuela (Bolivarian Republic of) and supported by Argentina, Bolivia (Plurinational State of), Colombia, Costa Rica, Ecuador, Panama and Uruguay as well as States within the SAM Region and LACAC, in WP/349 recalled that Annex 17 — *Aviation Security* requires States to consider integrating in their aviation security practices and procedures those activities aimed at detecting possible suspicious behaviour that may pose a threat to the security of civil aviation, in order to comply with ICAO Annex 17. The paper acknowledged that technical guidance is provided in the ICAO *Aviation Security Manual* (Doc 8973 — Restricted) and other regional and local experiences on this issue; however, it would be of great benefit for States to have other options in place to assist them in the development and implementation of their programmes for behaviour detection.

14.12 WP/130 by Czechia on behalf of the European Union (EU) and its Member States, the other Member States of ECAC, Argentina, Brazil, New Zealand, Saudi Arabia Singapore, South Africa, United States, IATA and International Federation of Air Line Pilots’ Associations (IFALPA) called for a concerted effort to recognize the ‘new normal/situation’ created by the COVID-19 pandemic and to find solutions that support the workforce and make aviation security roles an attractive and professional career choice. The paper highlighted that human factors and the impact they have in the performance on the aviation security workforce should be a centrepiece that must result in realistic actions at the State and industry level, including bolder approaches to the retention of existing and the attraction of new aviation security professionals.

14.13 Singapore and the United States in WP/154 recalled that the Assembly considered the continued importance of security culture as global air travel recovers from the COVID-19 pandemic as highlighted. Singapore and the United States have jointly developed an Information Sheet on Security Culture (see Appendix to WP/154) which can be used by all stakeholders to promote the importance of security culture and to supplement other ICAO-supported security culture resources.

14.14 The United Arab Emirates in WP/156, co-sponsored by the United Kingdom, emphasized the importance and benefits of collaboration and partnership in an ongoing need to promote the enhancement of security awareness and a strong and effective security culture in civil aviation, by ICAO,

States, relevant organizations, industry and other stakeholders. The paper also highlighted the approaches and achievements related to the objectives of the YOSC by the United Arab Emirates at the national, regional and international levels.

14.15 Venezuela (Bolivarian Republic of) in WP/388, and supported by Bolivia (Plurinational State of), Colombia, Costa Rica, the Dominican Republic, Ecuador, Panama and Uruguay, stressed that vulnerabilities from insiders be considered as more serious, since insiders have access to security systems and have more opportunities than passengers to successfully disrupt such systems. The paper proposed that, in addition to technical guidance, it would be most helpful for States to have different means of assistance at their disposal, enabling them to develop and implement prevention policies and mechanisms to address insider threats.

14.16 Bahrain, in WP/330, highlighted the importance of adopting a clear methodology for assessing aviation security threats and risks, including the definition of responsibilities of entities in charge of assessing threats and risks, in order for States to implement appropriate and flexible security processes and mitigation measures. The paper called on Member States to report acts of unlawful interference and share their expertise and best practices, to help ICAO develop relevant material aimed at assisting States. The paper also called for ICAO, through the Working Group on Threat and Risk (WGTR), to update the ICAO *Aviation Security Global Risk Context Statement* (Doc 10108 — Restricted) to include risk-based assessments and consider new or amended aviation security measures.

14.17 Colombia, Chile and Peru, and supported by Bolivia, Brazil, Ecuador, Panama and Uruguay, in WP/25 recalled that Colombia and Peru ratified a one-stop security (OSS) agreement in 2021 and highlighted the numerous benefits that can be reaped from similar arrangements, such as the strengthening of inter-State cooperation, better use of available resources and avoidance of duplication of controls. It also further promoted the continuous collaboration of States at the regional level in an effort to enhance the sustainability of aviation security, facilitation and the improvement of passenger experience.

14.18 India, in WP/271, presented updates on India's work towards preparing a regulatory framework for establishing a graded response mechanism and counter rogue drone policy, in order to address the contemporary challenges posed by unmanned aircraft systems (UAS) amid the growing proliferation of commercial drone activities in India.

14.19 The Republic of Korea, in WP/238 Revision No. 1, proposed to establish a common performance certification system for aviation security equipment and related technologies. It further proposed to establish technical requirements for advanced security equipment and prepare common test procedures and methodologies. To respond to the threats of international terrorism, the paper proposed ICAO create an environment that fosters international cooperation and encourages Member States to use performance certification systems.

14.20 Saudi Arabia, on behalf of the Arab Civil Aviation Organization (ACAO) States, informed in WP/302 on Saudi Arabia's efforts to promote support and boost collaboration across the international civil aviation security community, considering that the threats and risks faced by the civil aviation community in any State may impact all Member States. The paper further praised the ICAO *No Country Left Behind* initiative, which has played an integral role in enhancing international cooperation to achieve civil aviation security objectives.

14.21 AFCAC, in WP/243, highlighted the importance of cooperation and collaboration between ICAO, regional organizations, and regional civil aviation bodies in matters of aviation security and facilitation to ensure effective implementation of civil aviation security policies and practices between Member States leading to a secure, efficient, and sustainable regional air transportation system.

14.22 Czechia, on behalf of EU, ECAC, AFCAC and EUROCONTROL and co-sponsored by Brazil and the International Coordinating Council of Aerospace Industries Associations (ICCAIA), in WP/74 asked the Assembly to request that ICAO develop guidance on cyber risk assessment, finalize the compilation of relevant SARPs and legal instruments that States and stakeholders can build on to include cyber risks in their aviation framework, and consider the organization of cybersecurity exercises on the global and regional levels. It further recommended that ICAO and States intensify efforts to promote dedicated cybersecurity culture and capacity-building activities.

14.23 Guyana, supported by Argentina, Bolivia, Brazil, Colombia, Dominican Republic, Ecuador, El Salvador, Guatemala, Panama, Peru, Uruguay and Venezuela (Bolivarian Republic of), in WP/158 requested ICAO to dedicate resources towards cybersecurity capacity-building for small States. It further requested that ICAO creates and promotes a cooperation mechanism to foster mentorship and technical exchange programmes among States.

14.24 Oman in WP/281 sought to ensure the consistent and standardized governance of aviation cybersecurity in States with full competency given to the national civil aviation security appropriate authority.

14.25 Saudi Arabia, on behalf of ACAO Member States, in WP/231 called on States to adopt a civil aviation cybersecurity culture, and called on ICAO to develop a cybersecurity awareness programme designed for civil aviation personnel, in parallel with the aviation security culture programme.

14.26 South Africa in WP/241 recommended States to incorporate zero-trust security model principles in their information security management systems (ISMS), and requested the Cybersecurity Panel to develop technical guidance to enable the incorporation of zero trust in ISMS.

14.27 The United Arab Emirates in WP/151 recommended recognizing the need for coordination between all stakeholders to address aviation cybersecurity, and also recommended that stakeholders develop capacity-building strategies to enhance human resources' competencies.

14.28 Venezuela (Bolivarian Republic of), supported by Bolivia, Colombia, Costa Rica, Ecuador, Panama, and Uruguay, in WP/416 requested ICAO to develop an Implementation Package (iPack) aimed at providing assistance to States to accelerate the implementation of the ICAO Aviation Cybersecurity Strategy.

14.29 AFCAC, on behalf of 54 African States, in WP/374 recommended that the Cybersecurity Panel undertake the development of capacity-building, training, and cybersecurity culture initiatives during crisis times for air navigation services personnel.

14.30 IATA in WP/64 recommended that the Assembly request the Council to ensure that all ICAO working bodies create a cross discipline and multi-step concerted approach in the integration of cybersecurity provisions and other requirements, based on security by design. It further invited the Assembly to recognize the potential impact of the introduction of a new generation of interconnected and innovative technologies and associated supply chains that are not bound by civil aviation regulations and SARPs.

14.31 Information papers (WP/267, WP/293, WP/422, and WP/423) from the Dominican Republic, information paper (WP/518) from Paraguay, information paper (WP/424) from the Republic of Korea, information paper (WP/480) from South Africa, information papers (WP/347 Revision No.1 and WP/539) from the United States, and information paper (WP/517) from the World Customs Organization (WCO) were noted.

## ***Discussion***

### ***Global Aviation Security Plan (GASeP)***

14.32 In WP/4 the Council provided an overview of the activities undertaken to implement the GASeP. It included a global and regional overview of the current level of effective implementation, as documented through the USAP-CMA.

14.33 The Committee recognized the extensive efforts to date, and currently underway, by States, regional groups and industry to accomplish GASeP tasks and priorities. However, noting that the level of effective implementation is below the desired aspirational targets, the Committee called upon States to take further steps to continue to improve aviation security in accordance with Annex 17. The importance of aviation security being elevated and considered on an equal level to safety as a strategic ICAO priority was also underscored.

14.34 In further considering WP/75, WP/137, WP/333 and WP/387, support was expressed for the relevant ICAO expert groups, namely the Task Force on the Global Aviation Security Plan (TF-GASeP) and the Aviation Security Panel, to prioritize the revisions of the GASeP and its Roadmap, informed by a stock-taking exercise on lessons learned from the experience of the implementation and management of aviation security during the COVID-19 period. It is important that a process be established for the relevant ICAO expert groups to engage in the systematic and regular review of the GASeP, its aspirational targets, and its Roadmap, as well as establishing clear monitoring and reporting processes, leveraging existing data and resources, and for such review to be reported to the ICAO Council for consideration. The Committee appreciated the many proposals and ideas to revise and to update the GASeP outlined in these working papers.

14.35 In considering WP/189, the Committee recognized that looking into the next triennium and beyond, it is imperative that ICAO's aviation security plans and programmes be assessed holistically to ensure they remain relevant and fit-for-purpose. This would ensure that critical questions are not left unexamined, such as: whether the existing structures, parameters and methodologies of these plans and programmes contribute to Member States' underperformance in the effective implementation of Annex 17 SARPs; and whether the current aviation security mandates of ICAO create barriers to the consideration and adoption of more innovative approaches, where appropriate. Accordingly, broad support was expressed for the need to continue reviewing and improving ICAO aviation security programmes using consultative mechanisms and involving Member States and industry to ensure that such plans and programmes are still serving their intended purpose as well as adapting to the new and emerging aviation security challenges, while considering root cause analysis and innovative approaches to further improve or enhance their effectiveness. The Committee also agreed that results of such reviews, including any recommendations, should be reported to the Council on a regular basis.

14.36 The Committee also recognized that all other GASeP-related proposals contain valuable input for the future revisions of the Plan, and agreed that these proposals should be further examined by the TF-GASeP. This Task Force will take all the suggestions into consideration as it continues its review of the Plan.

### ***Regulatory policy***

14.37 The Committee recognized the ongoing problem involving unruly passengers in air transport and took note of some of the good practices adopted by Brazil to mitigate the issue as described in WP/222. The Committee encouraged Member States to work towards mitigating the surge in unruly passengers' situations, especially by adopting, in a coordinated manner, concrete strategies and actions

aimed at reducing unruly passenger occurrences. Accordingly, it recommended that ICAO continue to provide guidance as necessary to the Member States regarding campaigns designed for passengers to follow the minimum behaviour rules in aircraft.

14.38 With regard to the proposal in WP/282 Revision No.1 for developing international Standards for voluntary reporting in implementing an aviation security confidential reporting system taking into account the experience in the Republic of Korea in implementing an Aviation Security Voluntary Reporting (ASVR) to enhance global aviation security based on security culture, the Committee recommended that the Republic of Korea's experience in implementing this system be shared with the relevant ICAO expert groups. In the meantime, the Committee emphasized that ICAO and Member States should continue to focus on facilitating the reporting of acts of unlawful interference as required by Annex 17, including through the ICAO reporting system.

14.39 The Committee considered in WP/152 the benefits of implementing technologically advanced remote techniques as a supplementary means to perform effective aviation security oversight, especially when restrictions or other circumstances do not allow for on-site monitoring activities. It encouraged relevant expert groups of ICAO, Member States, organizations, industry and stakeholders to consider developing appropriate frameworks and criteria to support using advanced remote techniques when appropriate.

14.40 The Committee took note of regional efforts described in WP/349 to try various approaches for detecting anomalous behaviour against civil aviation such as the course on "Detection of passengers with suspicious behaviour", which was designed by the Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) formed by the States of the NAM/CAR/SAM regions of ICAO and the Latin American Civil Aviation Commission (LACAC). The Committee encouraged ICAO to continue to promote activities to assist Member States (including workshops, courses, seminars, implementation packages (iPacks) or any other assistance mechanisms) to enable them to develop and implement their programmes for detecting anomalous behaviour against civil aviation.

#### ***Human Factors, security culture and insider threat***

14.41 The Council in WP/23 highlighted achievements of the ICAO YOSC in 2021 and the development of various ICAO security culture tools and resources. It acknowledged the worldwide security culture initiatives and activities undertaken by the aviation community.

14.42 The Committee encouraged States, international and regional organizations, and industry to continue building on the security culture achievements attained throughout the YOSC, including by making use of the available ICAO security culture tools and resources. The Committee requested ICAO to continue to promote the implementation and maintenance of a strong and effective security culture in aviation and to build diversity and inclusion principles into this important work.

14.43 Regarding WP/130, the Committee noted that a well-functioning and secure aviation network is not possible without dedicated, skilled and motivated staff. It was agreed that aviation security roles merit recognition of the required skills and competencies, and should be promoted as a profession given their importance. In this regard, ICAO with the support of the Aviation Security Panel, should consider including a strong focus on human factors, performance and professionalization of the aviation security workforce when updating the GASeP, building on the security culture achievements attained throughout the YOSC and utilizing the *Human Factors Starter Pack* being developed by ICAO. A strategic approach to human factors reflecting the long-term evolution of the whole aviation workforce was also recommended, alongside the promotion of integrated security management systems. Within the framework of the ICAO Next Generation of Aviation Professionals (NGAP) Programme, States and industry must

work together to ensure enough qualified and competent aviation security professionals are available to operate, manage and maintain the effectiveness and efficiency of the aviation security system.

14.44 The Committee recognized the continued importance of a positive security culture, particularly as air travel recovers from the effects of the COVID-19 pandemic. It welcomed the Information Sheet on Security Culture found in WP/154, jointly developed by Singapore and the United States, as a useful tool that can be used to help promote a strong and effective security culture throughout civil aviation.

14.45 The Committee supported the proposal in WP/156 to encourage ICAO, States, relevant organizations, industry and stakeholders to continue to undertake practical actions towards the enhancement of security culture in civil aviation. It also recognized the importance and benefits of collaboration and partnership amongst all stakeholders in the ongoing need to further promote and support the enhancement of security awareness and a strong and effective security culture in civil aviation.

14.46 Recognizing the importance of measures for the effective identification, assessment and mitigation of possible insider threats, the Committee took note of WP/388 that welcomed any type of technical assistance (e.g. workshops, training courses, seminars, implementation packages (iPacks), etc.) to help States implement such measures effectively.

14.47 In response to comments made by several States about the need for a clear distinction between threat and risk, as the two terms are not interchangeable, the Committee noted that additional guidance can be found in the *Aviation Security Global Risk Context Statement* (Doc 10108 — Restricted, Third Edition, 2022), in particular Appendix A — Risk Assessment Method, Process Map and Guidance Information for Member States.

### ***International cooperation***

14.48 In considering WP/330, the Committee recalled the critical role played by ICAO in implementing an effective aviation security threat and risk assessment methodology. Accordingly, the Committee urged States to report acts of unlawful interference, exchange information and best practices and share their experiences regarding threat and risk assessments to enable ICAO to develop and provide tools, guidance material and training on threat assessment and risk management.

14.49 The Committee recognized the benefits outlined in WP/25 accruing to States from establishing OSS arrangements, which aim to enhance the sustainability of aviation security and improve passenger experience, and recalled the existing guidance on OSS issued by ICAO, as well as any available technical assistance, to assist in the establishment of such arrangements. The Committee also emphasized the critical need for a robust validation process, equivalency of measures, risk assessment, and continuous consultation between States and relevant airport operators to ensure an effective implementation, taking into account established national protocols.

14.50 Noting India's efforts in WP/271 in implementing a counter rogue drone policy, the Committee supported that exchange of information can be done through the relevant expert groups in ICAO, including the AVSEC Panel and the Remotely Piloted Aircraft Systems (RPAS) Panel, with a view to developing sensible policy frameworks aimed at mitigating the threat posed by UAS.

14.51 The Committee considered the proposal in WP/238 Revision No.1 to establish an aviation security equipment performance certification framework, which would include technical requirements and common test procedures and methodologies for advanced security equipment. In light of the rapid development and utilization of advanced aviation security equipment, the Executive Committee agreed that such a framework would require a closer examination by the AVSEC and Cybersecurity Panels.

14.52 Noting contributions States have made to the *No Country Left Behind* initiative, as well as its achievement in assisting and supporting States in aviation security, the Committee took note of a proposal in WP/302 for ICAO to increase its support for cooperation programmes, which contribute to achieving GAsEP priorities and aspirational goals, especially after the COVID-19 recovery phase and the difficulties encountered by States. As an increase in direct assistance is highly dependent on available ICAO resources, the Committee encouraged States with resources, capacities and expertise to offer support and assistance to other States in need to implement, for example, the *No Country Left Behind* initiative, thereby assisting the global civil aviation industry. Finally, the Committee stressed the importance of building regional and international networks and cooperation to help ensure effective implementation of Annex 17 — *Aviation Security Standards*.

14.53 The Committee recognized that a significant challenge in aviation security at States' level is the capacity to ensure effective implementation of aviation security measures, as highlighted in WP/243. The Committee recognized this can only be achieved through an effective oversight that is designed to achieve a secure global aviation network to protect civil aviation operations from acts of unlawful interference. In this regard, the Committee underscored the important supporting role that regional civil aviation organizations can play for Member States in establishing robust and effective aviation security oversight system.

#### ***Aviation Security Resolution to be adopted by the Assembly***

14.54 The Council presented WP/5 recalling that in 2019, the 40th Session of the ICAO Assembly adopted Resolution A40-11: *Consolidated statement on continuing ICAO policies related to aviation security*. In accordance with Resolving Clause 2 of Resolution A40-11, the consolidated statement must be reviewed at each ordinary Session of the Assembly.

14.55 Completing its work on this agenda item, the Committee agreed to submit for adoption by the Plenary a revised Consolidated statement on continuing ICAO policies related to aviation security taking into account comments received and agreed by the Committee.

#### **Resolution 14/1: Consolidated statement on continuing ICAO policies related to aviation security**

*Whereas* it is considered desirable to consolidate Assembly resolutions on continuing ICAO policies related to aviation security in order to facilitate their implementation and practical application by making their texts more readily available, understandable and logically organized;

*Whereas* in Resolution A40-11 the Assembly resolved to adopt at each session a consolidated statement on continuing ICAO policies related to aviation security; and

*Whereas* the Assembly has reviewed proposals by the Council for the amendment of the consolidated statement on continuing ICAO policies related to aviation security in Resolution A40-11, Appendices A to G inclusive, and has amended the statement to reflect the decisions taken during the 41st Session.

*The Assembly:*

1. *Resolves* that the Appendices attached to this resolution constitute the consolidated statement on continuing ICAO policies related to aviation security, as these policies exist at the close of the 41st Session of the Assembly;

2. *Resolves* to request that the Council submit for review at each ordinary session a consolidated statement on continuing ICAO policies related to aviation security; and
3. *Declares* that this resolution supersedes Resolution A40-11.

## **APPENDIX A**

### **General policy**

*Whereas* the development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet its abuse can become a threat to general security;

*Whereas* acts of unlawful interference against civil aviation have become the main threat to its safe and orderly development;

*Whereas* the evolving nature of the threat of terrorist acts, including those posed by concealed explosive devices, landside attacks, surface-to-air threats including man-portable air defence systems (MANPADS), other attacks from a distance, chemical threats, attacks using unmanned aircraft systems (UAS), abuse of the air cargo system for terrorist purposes, use of aircraft as a weapon, cyber-attacks and other acts of unlawful interference against civil aviation, including, in particular, the insider threat, that has a serious adverse effect on the safety, efficiency and regularity of international civil aviation, endangering the lives of persons on board and on the ground and undermining the confidence of the peoples of the world in the safety of international civil aviation;

*Whereas* all acts of unlawful interference against international civil aviation constitute a grave offence in violation of international law;

*Recalling* that Resolutions A27-12 and A29-16 remain in force;

*Recognizing* that the exploitation of the aviation sector by a variety of criminal activities, including the illicit transport of narcotics and psychotropic substances by air, as well as the trafficking of humans, wildlife, and other illicit goods can reveal or exacerbate vulnerabilities that could be exploited by those aiming to carry out acts of unlawful interference;

*Recalling* Resolution A40-12 on the Declaration on Aviation Security;

*Recalling* the Joint Communiqués issued by the ICAO-World Customs Organization (WCO) Joint Conferences on Enhancing Air Cargo Security and Facilitation, held in Singapore in July 2012, in Manama, Bahrain in April 2014, and in Kuala Lumpur, Malaysia in July 2016;

*Mindful* of United Nations Security Council resolutions (UNSCR) 2178 (2014), 2309 (2016), 2341 (2016), 2395 (2017), 2396 (2017), 2482 (2019) and 2617 (2021) related to threats to international peace and security caused by terrorist acts;

*Mindful* of the United Nations Global Counter-Terrorism Strategy (2006) as a global instrument to enhance national, regional and international efforts to counter terrorism;

*Mindful* of the efforts by ICAO and its Member States to implement the UN Global Counter-Terrorism Strategy to enhance international, regional and national efforts to counter terrorism, including to take

practical steps to strengthen Member State capacity to counter terrorist threats and to reinforce the coordination of the counter-terrorism activities undertaken by the UN System;

*Recognizing* that global consultations and outreach efforts with Member States to elaborate and refine the elements of the Global Aviation Security Plan (GASeP) successfully led to the adoption of the Plan by the Council in November 2017;

*Recognizing* increased efforts that need to be made by Member States towards the global aspirational targets of the GASeP set for 2023 and 2030, with the collective support of other Member States, ICAO, regional organizations, industry and all other stakeholders;

*Recognizing* the importance of the implementation and promotion of global security practices, by both ICAO and Member States, that are risk-based, appropriate and proportionate to the threat;

*Recognizing* the ongoing need to promote the enhancement of security awareness and a strong and effective security culture in aviation, by Member States, industry and other stakeholders;

*Mindful of* the Regional Roadmaps adopted at Regional Conferences on Aviation Security held in Egypt, Panama, Portugal and Thailand between 2017 and 2018;

*Recalling* the Communiqué of the Second High-level Conference on Aviation Security held in Montréal in November 2018, and the conference conclusions and recommendations;

*Recalling* the importance of Member States taking a comprehensive view of aviation security and other aviation disciplines, maintaining effective coordination among their different bodies to ensure consideration of all appropriate information, and assessment of the consequences of any measures on civil aviation activities, in particular on aviation safety;

*Recognizing* that the restrictions and public health measures brought by the COVID-19 pandemic have had a serious impact on the aviation industry and that this impact must be taken into account by ICAO and Member States when making decisions on aviation security policies and measures; and

*Reaffirming* the commitments made in the Ministerial Declaration of the High-level Conference on COVID-19 (HLCC 2021), among others, the need to ensure a safe, secure, and orderly flow of traffic with operational readiness of aviation, and to ensure the long-term resilience of international aviation and incorporate the lessons learned from the current and past pandemics.

*The Assembly:*

1. *Strongly condemns* all acts of unlawful interference against civil aviation wherever and by whomsoever and for whatever reason they are perpetrated;
2. *Notes with abhorrence* all acts and attempted acts of unlawful interference aimed at the destruction of civil aircraft in flight and civil airports by surface-to-air threats, attacks using UAS and other attacks from a distance, and the misuse of civil aircraft as a weapon of destruction and the death of persons on board and on the ground;
3. *Reaffirms* that aviation security must continue to be treated as a matter of highest priority and appropriate resources should be made available by ICAO and its Member States;

4. *Calls upon* all Member States to confirm their resolute support for the established policy of ICAO by applying the most effective security measures as required and recommended in Annex 17 — *Aviation Security* and security-related provisions in Annex 9 – *Facilitation*, individually and in cooperation with one another, to prevent acts of unlawful interference and to punish the perpetrators, planners, sponsors, and financiers of conspirators in any such acts;
5. *Reaffirms* ICAO’s responsibility to facilitate the consistent and uniform resolution of questions which may arise between Member States in matters affecting the safe and orderly operation of international civil aviation throughout the world;
6. *Directs* the Council to continue, as an urgent priority, its work relating to measures for prevention of acts of unlawful interference, and ensure that this work is carried out with the highest efficiency and responsiveness;
7. *Calls upon* ICAO and its Member States to implement UNSCR 2178, 2309, 2341, 2395, 2396 and 2482 in accordance with their respective competencies and collectively demonstrate ICAO’s global leadership in safeguarding international civil aviation against acts of unlawful interference;
8. *Recognizing* the leadership role of ICAO in the area of aviation security, requests the Secretary General to raise the profile of aviation security within ICAO and its regional offices and ensure the long-term sustainability of the Organization’s aviation security programme within the context of the Regular Programme Budget;
9. *Urges* all Member States to continue to financially support the Organization’s aviation security activities with voluntary contributions in the form of human and financial resources beyond those budgeted for under the regular programme;
10. *Directs* the Council to ensure the regular review of the GASeP by the Aviation Security Panel so that it remains relevant, its priorities address existing and emerging threats and continues to serve as a useful tool for supporting Member States’ efforts to achieve full implementation of Annex 17 — *Aviation Security*;
11. *Directs* the Council to consider the lessons learned from the implementation of the GASeP, including the changes that have occurred in the aviation industry as a consequence of the COVID-19 pandemic, when making refinements to the Plan, ensuring it contains clear and collective aviation security goals and targets, along with a progress monitoring mechanism using existing processes and tools to assist ICAO, Member States and stakeholders in ensuring continuous improvement in aviation security;
12. *Directs* the Secretary General to continue reviewing and improving the ICAO aviation security plans and programmes holistically, using consultative mechanisms with Member States and industry, to ensure these plans and programmes are still serving their intended purpose and are adapting to the new and emerging aviation security challenges, while considering innovative approaches to further improve or enhance their effectiveness. Results of the reviews, including any recommendations, should be reported to the Council on a regular basis.
13. *Urges* all Member States to actively participate in global and regional efforts towards meeting the GASeP objectives, goals, targets and priorities at the national and regional levels, taking into account global aspirational targets of the GASeP set for 2023 and 2030; and
14. *Urges* all Member States, industry and other stakeholders to continue to take practical actions towards the enhancement of security culture in aviation to support the effective implementation

of security measures, and promote security awareness and optimal security behaviour by all entities and individuals.

## APPENDIX B

### **International air law instruments, enactment of national legislation and conclusion of appropriate agreements for the suppression of acts of unlawful interference with civil aviation**

a) *International air law instruments*

Whereas the protection of civil aviation from acts of unlawful interference has been enhanced by the *Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Tokyo, 1963), by the *Convention for the Suppression of Unlawful Seizure of Aircraft* (The Hague, 1970), by the *Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation* (Montréal, 1971), by the *Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation* (Montréal, 1988), by the *Convention on the Marking of Plastic Explosives for the Purpose of Detection* (Montréal, 1991), by the *Convention for the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing, 2010), by the *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing, 2010), by the *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Montréal, 2014), and by bilateral agreements for the suppression of such acts;

*The Assembly:*

1. *Urges* Member States which have not yet done so to become parties to the *Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Tokyo, 1963), to the *Convention for the Suppression of Unlawful Seizure of Aircraft* (The Hague, 1970), to the *Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation* (Montréal, 1971) and the 1988 *Supplementary Protocol to the Montréal Convention*, to the *Convention on the Marking of Plastic Explosives for the Purpose of Detection* (Montréal, 1991), to the *Convention for the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing, 2010), to the *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing, 2010), and to the *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Montréal, 2014)<sup>1</sup>;
2. *Calls upon* Member States not yet parties to the above-mentioned air law instruments to give effect, even before ratification, acceptance, approval or accession, to the principles of those instruments and calls upon Member States which manufacture plastic explosives to implement the marking of such explosives as soon as possible; and
3. *Requests* the Secretary General to continue to remind Member States of the importance of becoming parties to the Tokyo, The Hague, Montréal and Beijing Conventions, to the 1988 *Supplementary Protocol to the Montréal Convention*, to the 2010 *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft*, to the 2014 *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft*, and to the *Convention on the Marking of Plastic Explosives for the Purpose of Detection*, and to provide assistance requested by Member States encountering any difficulties in becoming parties to these instruments.

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<sup>1</sup>Lists of States Parties to aviation security legal instruments can be found at [www.icao.int](http://www.icao.int) under the ICAO Treaty Collection.

b) *Enactment of national legislation and conclusion of appropriate agreements*

*Whereas* deterrence of acts of unlawful interference with civil aviation can be greatly facilitated through the enactment by Member States of national criminal laws providing severe penalties for such acts;

*The Assembly:*

1. *Calls upon* Member States to give special attention to the adoption of adequate measures against persons committing, planning, sponsoring, financing or facilitating acts of unlawful interference against civil aviation, and in particular to include in their legislation rules for the severe punishment of such persons; and

2. *Calls upon* Member States to take adequate measures relating to the extradition or prosecution of persons committing acts of unlawful interference against civil aviation by adopting appropriate provisions in law or treaty for that purpose and by concluding appropriate agreements to provide for the extradition of persons committing criminal attacks on international civil aviation.

## **APPENDIX C**

### **Implementation of technical security measures**

*Whereas* protection of civil aviation against acts of unlawful interference requires continued vigilance and development and implementation of actions to mitigate the threat, including those in Annex 17 — *Aviation Security* and security-related provisions in Annex 9 — *Facilitation*, by Member States;

*Whereas* a clear need exists for the strengthening of security to be applied to all phases and processes associated with the carriage of persons, their cabin and hold baggage, cargo, mail, courier and express parcels, and in protecting civil aviation against cyber-attacks, and threats to the landside areas of airports, as well as attacks carried out or facilitated by insiders;

*Whereas* threats to the air cargo and mail systems as a whole require a global approach in the development and implementation of security requirements and best practices, including continued cooperation with relevant international organizations such as the World Customs Organization (WCO), Universal Postal Union (UPU), and International Maritime Organization (IMO);

*Whereas* the responsibility for ensuring that security measures are applied by government agencies, airport authorities, aircraft operators and other entities rests with the Member States;

*Whereas* the effective implementation of the security measures advocated by ICAO is an effective means of preventing acts of unlawful interference with civil aviation;

*Whereas* a broad set of risk management strategies and tools must be employed to align security measures with security risk in order to ensure the effectiveness and sustainability of aviation security measures, taking into account any unintended impact on the safety of civil aviation;

*Whereas* countermeasures for protection of civil aviation can only be effective through employment of highly trained and competent security personnel, in addition to background checks, certification and quality control;

*Whereas* the COVID-19 pandemic may have required temporary alleviations of certain security requirements to be authorized as the case may be;

*Recognizing* the importance of carefully assessing and addressing the risks associated with the resumption of aviation operations, paying particular attention to risks deriving from the impact of the pandemic on staff;

*Whereas* the COVID-19 pandemic requires addressing security threats and risks taking into account new health-related risks, while ensuring a balance with facilitation and sustainability;

*Whereas* the integration of a robust security culture for all personnel, in both security and non-security functions, at all levels and across the entire aviation domain, is imperative to the development and sustainability of an effective security environment; and

*Whereas* technology, process innovations and appropriate training are required to achieve effective and efficient aviation security and facilitation measures, and in defining the future of security screening regimes.

*The Assembly:*

1. *Urges* the Council to continue to attach the highest priority to the adoption of effective, evidence and risk-based, and operationally-viable measures for the prevention of acts of unlawful interference commensurate with the current threat to the security of international civil aviation, to take into account the innovative and evolving nature of that threat, and to keep up to date the provisions of Annex 17 to the Chicago Convention from a threat and risk perspective;
2. *Urges* all Member States on an individual basis and in cooperation with other Member States to take all possible measures for the prevention of acts of unlawful interference, in particular, those required or recommended in Annex 17 as well as those recommended by the Council;
3. *Reiterates* the responsibility of all Member States for the implementation of effective aviation security measures within their territory, taking into account the evolving threat;
4. *Urges* Member States to fully and sustainably implement Annex 17 — *Aviation Security* and the security-related provisions of Annex 9 — *Facilitation*, to intensify their efforts for the implementation of existing Standards and Recommended Practices (SARPs), and procedures relating to aviation security, to monitor such implementation, to rectify any gaps or deficiencies as a matter of urgency, to take all necessary steps to prevent acts of unlawful interference against international civil aviation and to give appropriate attention to the guidance material contained in the ICAO *Aviation Security Manual* (Doc 8973 — Restricted) and other security-related guidance material available on the ICAO restricted website;
5. *Encourages* Member States to place high importance on the recently adopted Standards that respond to the insider threat and ensure their effective implementation within their respective jurisdictions, and to continue adapting and adopting measures against this threat;
6. *Encourages* Member States to promote aviation security as a fundamental component of national, social and economic priorities, planning and operations;

7. *Encourages* Member States to work in partnership with industry to develop, conduct operational trials of, and implement effective security measures and innovative technologies, techniques and processes;
8. *Encourages* Member States and industry to coordinate their efforts to evolve aviation security screening to become more agile in responding to new threats, more seamless and passenger-centric while ensuring security objectives in Annex 17 — *Aviation Security* are constantly met;
9. *Encourages* Member States and all aviation entities to promote a strong and effective security culture in aviation; including the development of security awareness programmes and campaigns among workforces and the general public that emphasize that security is everyone's responsibility;
10. *Urges* Member States to maintain a competent, motivated and well-trained workforce and take actions to guarantee and maintain staff competencies that existed prior to the COVID-19 pandemic;
11. *Encourages* Member States to implement effective oversight, including remote techniques when restrictions or other circumstances do not allow for on-site monitoring activities, over all aspects of their aviation security regime in order to ensure that security measures are effectively and sustainably implemented;
12. *Encourages* Member States, pursuant to their domestic laws, regulations and aviation security programmes, and in accordance with applicable SARPs, to promote the implementation of aviation security measures in a practical manner to:
  - a) broaden existing cooperation mechanisms amongst Member States and industry, as appropriate, for information exchange and the early detection of security threats to civil aviation operations;
  - b) share expertise, best practices and information relating to preventive security measures, including screening and inspection techniques, the detection of explosives, airport security behavioural detection, screening and credentialing of airport staff, human resource development and the research and development of relevant technologies;
  - c) use modern technologies to detect prohibited items and materials and to prevent the carriage of such items and materials on board aircraft while respecting the privacy and safety of individuals;
  - d) define aviation security measures that are evidence and risk-based, appropriate and proportionate to the threat, effective, efficient, multi-layered, operationally viable, economically and operationally sustainable, and take into account the impact on passengers, crew and on legitimate trade;
  - e) intensify efforts in securing the air cargo and mail security system by:
    - i. developing a strong, sustainable and resilient air cargo security framework;
    - ii. implementing robust security standards effectively and sustainably;
    - iii. adopting a total supply chain approach to air cargo and mail security, if appropriate;
    - iv. establishing and strengthening oversight and quality control of air cargo and mail security;

- v. engaging in bilateral and multilateral cooperative efforts to coordinate actions to harmonize and enhance air cargo and mail security and secure the global air cargo supply chain;
  - vi. sharing best practices and lessons learned with other Member States to enhance the overall level of air cargo and mail security; and
  - vii. strengthening initiatives to intensify capacity-building and innovation in air cargo and mail security;
- f) give consideration to the potential misuse of UAS, and apply security measures in order to prevent their use in acts of unlawful interference;
- g) ensure that civil aviation security threat and risk assessments within their respective territories and airspace are performed continually, use these assessments to appropriately inform counter-measure development and adjust aviation security policy settings, and provide information to relevant stakeholders in a timely manner on all possible risks to civil aviation;
- h) address the risk of attacks in landside areas, including terminal buildings, by working with all stakeholders to:
- i. maintain an appropriate balance between the needs of effective and sustainable security measures and passenger facilitation;
  - ii. implement a set of risk-based measures that are flexible and practical, with clearly defined responsibilities among relevant actors;
  - iii. avoid, to the extent possible, the creation of vulnerabilities posed by areas of mass gathering either inside or proximate to the terminal; and
  - iv. sustain a culture of constant vigilance, deterrence, prevention, response and resilience in a coordinated manner in the face of evolving threats;
- i) ensure the protection of civil aviation against cyber-attacks and cyber threats; and
- j) address the risk posed by insiders through the exploitation of staff and their privileged access to secure areas and sensitive security information, taking into consideration the impact of the COVID-19 pandemic and the possibility that the pandemic has created new or exacerbated existing insider vulnerabilities.

13. *Calls upon* Member States, while respecting their sovereignty, to minimize disruption to air travel resulting from confusion or inconsistent interpretation of standards by cooperating and coordinating actions in order to implement SARPs and guidance consistently, efficiently and effectively and by providing clear, well-timed and readily available information to the travelling public;

14. *Calls upon* Member States, when requesting another State to apply security measures to protect aircraft flying into its territory, to take fully into account the security measures already in place in the requested State and, where appropriate, to recognize those measures as equivalent to reduce duplication;

15. *Requests* ICAO to:

- a) ensure that the provisions of Annex 17 — *Aviation Security* and Annex 9 — *Facilitation* are compatible with and complementary to each other;
- b) continue to promote the development of effective and innovative security processes and concepts, through awareness-raising regional and sub-regional aviation security events at the request of Member States concerned, including in cooperation with industry stakeholders and equipment manufacturers to develop the next generation of passenger and cargo screening processes;
- c) continue to support the work of the Aviation Security Panel in addressing new and existing threats to civil aviation, and to develop appropriate preventive evidence and risk-based measures;
- d) promote the development of mutual recognition processes with the goal of assisting Member States in achieving mutually beneficial arrangements, including one-stop security arrangements, which recognize the equivalence of their aviation security measures where these achieve the same outcomes, consistent with Annex 17 requirements, and which are based on an agreed comprehensive and continuous validation process and effective ongoing exchange of information regarding their respective aviation security systems; and
- e) continue to address other threats and risks, including cyber threats to aviation security, risks to landside areas of airports and air traffic management security, in consultation with the Aviation Security Panel and the Cybersecurity Panel; and

16. *Directs* the Secretary General to update and amend at appropriate intervals the ICAO *Aviation Security Manual* (Doc 8973) and develop new guidance material designed to assist Member States in responding to new and existing threats to aviation and implementing the specifications and procedures related to civil aviation security;

17. *Directs* the Secretary General to ensure the periodic review and updating of the ICAO *Aviation Security Global Risk Context Statement* (Doc 10108 — Restricted), which provides a risk assessment methodology for aviation security which may be considered by Member States for use in further developing their own national risk assessments and to include risk-based assessments, in line with Doc 10108, with any recommendations for the adoption of new or amended aviation security measures in Annex 17 or in any other ICAO document;

18. *Directs* the Secretary General to ensure that appropriate fields of expertise are engaged in the assessment of aviation security risks and the development of SARPs, specifications, guidance material, and other means to address issues of aviation security, including coordination with other panels; ~~and~~

19. *Directs* the Council to continually assess the Aviation Security Panel terms of reference and establish governance procedures to ensure there are no constraints on the Panel's ability to consider the full scope of aviation security issues; and

20. *Directs* the Secretary General to continue to ensure that aviation security is appropriately positioned as a core tenet and functional component of the ICAO Secretariat, commensurate with its criticality to the advancement, sustainability, and safe and orderly development of international civil aviation.

## APPENDIX D

### **The ICAO Universal Security Audit Programme – Continuous Monitoring Approach**

*Whereas* the ICAO Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA) has been successful in meeting the mandate of Resolution A40-11, Appendix D;

*Whereas* one of the primary objectives of the Organization continues to be ensuring the security of international civil aviation worldwide;

*Whereas* Member States are committed to compliance with Annex 17 — *Aviation Security* Standards, and the security-related Standards of Annex 9 — *Facilitation*;

*Whereas* the establishment of an effective aviation security oversight system by Member States supports the implementation of international aviation security Standards and Recommended Practices (SARPs) and contributes to this objective;

*Recalling* that the ultimate responsibility to ensure the security of civil aviation rests with Member States;

*Considering* that the USAP-CMA has proven to be instrumental in the identification of aviation security concerns and in providing recommendations for their resolution, and that the Programme continues to enjoy the support of Member States, serving as a catalyst for their continued efforts to meet their international obligations in the field of aviation security;

*Considering* that USAP-CMA audit results make an important contribution to the understanding of the aviation security posture globally, regionally, and in individual Member States; and that compiled USAP-CMA data can also be used to ascertain whether Member States are achieving the aspirational targets set out in the GASeP;

*Recognizing* that the effective implementation of State corrective action plans to address deficiencies identified through USAP-CMA audits is an integral and crucial part of the monitoring process in order to achieve the overall objective of enhancing global aviation security;

*Recognizing* the importance of a limited level of disclosure with respect to ICAO aviation security audit results, balancing the need for Member States to be aware of unresolved security concerns with the need to keep sensitive security information out of the public realm;

*Considering* the approval by the Council of a mechanism to address significant security concerns (SSeCs) in a timely manner;

*Recognizing* the importance of a coordinated strategy for facilitating assistance to Member States through the high-level Secretariat Monitoring and Assistance Review Board;

*Recognizing* that the continuation of the USAP-CMA, and the continued evolution of this programme, is essential to create mutual confidence in the level of aviation security between Member States and to encourage the adequate implementation of security-related Standards;

*Recognizing* that the impact of the COVID-19 pandemic and resource constraints have limited the frequency with which audits can be conducted;

*Recalling* that the 40th Session of the Assembly requested the Council to report on the overall implementation of the USAP-CMA;

*The Assembly:*

1. *Notes* that the USAP-CMA is fundamental in improving global aviation security through auditing and continuous monitoring of the aviation security performance of Member States;
2. *Requests* the Secretary General to ensure that the USAP-CMA continues to assess and measure the sustainable and effective implementation of Annex 17 Standards, including risk-based approaches to their compliance as appropriate, and security-related Standards of Annex 9, and that audit prioritization is based on risk, and that USAP-CMA addresses serious deficiencies in a timely manner;
3. *Expresses its appreciation* to Member States for their cooperation in the USAP-CMA audit process and for making available security experts to be certified as USAP-CMA auditors to serve as short-term experts for the conduct of USAP-CMA audits, as well as long-term experts to act as USAP-CMA audit team leaders;
4. *Requests* the Council to ensure the continuation and sufficient resourcing of the USAP-CMA and to oversee its activities, as it monitors Member States' ability to establish and maintain sustainable aviation security systems, in compliance with the ICAO security-related Standards, and implementation of corrective action plans to address deficiencies identified during USAP-CMA audits in a timely manner;
5. *Notes* the work carried out by the ICAO Secretariat, in consultation with Member States, to review the scope and methodology of the USAP-CMA and urges the Secretariat to continue to improve the effectiveness of the programme, in consultation with the Secretariat Study Group on the USAP-CMA;
6. *Endorses* the policy of a limited level of disclosure of USAP-CMA audit results including the prompt notification of the existence of significant security concerns;
7. *Urges* all Member States to give full support to ICAO by:
  - a) signing the Memorandum of Understanding regarding the USAP-CMA;
  - b) preparing and submitting to ICAO all required documentation according to established timelines prior to USAP-CMA activities as scheduled by ICAO;
  - c) facilitating the work of USAP-CMA teams during the conduct of USAP-CMA activities;
  - d) preparing and submitting an appropriate corrective action plan to address deficiencies identified during USAP-CMA activities; and
  - e) implementing those corrective measures within timelines agreed upon between Member States and ICAO.
8. *Requests* the Secretary General to ensure the long-term financial sustainability of the USAP-CMA by taking measures to incorporate the funding requirements for staffing and its activities within the Regular Programme Budget as soon as possible; and
9. *Requests* that the Council submit a progress report to the next ordinary session of the Assembly on the implementation of the USAP-CMA.

## APPENDIX E

### **The ICAO Implementation Support and Development – Security Programme (ISD-SEC)**

*Whereas* the implementation of technical measures for prevention of acts of unlawful interference with international civil aviation requires financial resources and training of personnel; and

*Whereas* notwithstanding assistance given, some countries, in particular developing countries, lack aviation security oversight capacity and still face difficulties in fully implementing preventive measures due to insufficient financial, technical and material resources;

*The Assembly:*

1. *Directs* the Secretary General to promote efforts worldwide by Member States and other aviation entities to deliver effective technical assistance and support for Member States by encouraging coordinated, targeted and prioritized international aviation security capacity-building activities;
2. *Urges* Member States to voluntarily contribute financial and in-kind resources to increase the reach and impact of ICAO aviation security enhancement activities;
3. *Directs* the Secretary General to ensure that contributions received for aviation security implementation support and development activities be fully committed to those activities only;
4. *Urges* Member States able to do so to assist in the delivery of effective and targeted capacity-building activities in the area of aviation security. Such activities should include training, technical assistance and implementation support and development, technology transfers and the provision of other necessary resources, where it is needed to enable all Member States to achieve an enhanced and effective aviation security regime;
5. *Invites* Member States to take advantage of ICAO's capacity to provide, facilitate or coordinate short-term remedial assistance and long-term assistance to remedy deficiencies in their implementation of Annex 17 SARPs, and ICAO's capacity to make best use of USAP audit results for defining and targeting aviation security capacity-building activities for the benefit of Member States in need;
6. *Invites* Member States to consider requesting assistance from other international and regional organizations to meet their technical assistance requirements arising from the need to protect international civil aviation;
7. *Urges* Member States and organizations to share with ICAO information on their assistance programmes and activities in order to promote the efficient and effective use of resources;
8. *Directs* the Secretary General to facilitate the coordination of assistance programmes and activities to the extent possible, including by collecting any available information on such initiatives;
9. *Directs* the Secretary General to monitor and evaluate the quality and effectiveness of ICAO assistance projects and to provide regular reports on the use of financial and in-kind resources and on the measured impacts of such contributions;

10. *Urges* Member States and relevant stakeholders to partner for the organization and delivery of capacity-building activities, documenting the commitments made by each party;
11. *Requests* the Secretary General to update and enhance the ICAO Aviation Security Training Programme, Aviation Security Training Packages (ASTPs) and Aviation Security Workshops, and promote other methods of aviation security training such as e-learning and blended learning;
12. *Urges* Member States to contribute to the ICAO Aviation Security Training Programme activities;
13. *Requests* the Secretary General to oversee, develop, promote, support, maintain and regularly re-evaluate the ICAO Aviation Security Training Centre (ASTC) network to ensure that training requirements are met and sound levels of cooperation are achieved; and
14. *Urges* Member States to use ICAO ASTCs for aviation security training.

## **APPENDIX F**

### **Action by the Council with respect to multilateral and bilateral cooperation in different regions of the world**

*Whereas* the rights and obligations of Member States under the international air law instruments on aviation security and under the SARPs adopted by the Council on aviation security could be complemented and reinforced in multilateral and bilateral cooperation between Member States;

*Whereas* the multilateral and bilateral agreements on air services represent the main legal basis for international commercial carriage by air of passengers, baggage, cargo and mail;

*Whereas* provisions on aviation security should form an integral part of the multilateral and bilateral agreements on air services; and

*Whereas* focusing on security outcomes, recognition of equivalence and one-stop security, and respecting the spirit of cooperation defined in multilateral and/or bilateral air services agreements are policy principles whose implementation can contribute significantly to aviation security sustainability;

*The Assembly:*

1. *Recognizes* that success in eliminating threats to civil aviation can only be achieved through the concerted effort of everyone concerned and a close working relationship between national agencies and aviation security regulators of all Member States;
2. *Urges* all Member States to insert into their multilateral and bilateral agreements on air services a clause on aviation security, taking into account the model clause adopted by the Council on 25 June 1986 and the model agreement adopted by the Council on 30 June 1989;
3. *Urges* all Member States to adopt the following key principles as the basis for international cooperation in aviation security and to ensure effective aviation security cooperation amongst Member States, ICAO and other relevant international organizations:

- a) respect for the spirit of cooperation defined in bilateral and/or multilateral air services agreements;
  - b) recognition of equivalent security measures; and
  - c) focus on security outcomes;
4. *Urges* all Member States, who have not yet done so, to participate in the ICAO Aviation Security Point of Contact (PoC) Network, established for the communication of imminent threats to civil air transport operations, with the objective of providing a network of international aviation security contacts within each State, and to intensify their coordination and cooperation to ensure the exchange of best practices through the AVSECPaedia;
5. *Urges* ICAO to promote initiatives which enable the establishment of technological platforms for the exchange of aviation security information among Member States;
6. *Requests* that ICAO continue to:
- a) encourage Member States to report on their experience in cooperating with each other to prevent acts of unlawful interference with international civil aviation;
  - b) analyse differing circumstances and trends in preventing threats to international civil aviation in different regions of the world; and
  - c) prepare recommendations for strengthening measures to deter and prevent such acts of unlawful interference;
7. *Directs* the Council to act with the requisite urgency and expedition to address new and existing threats to civil aviation, seeking to mitigate unnecessary disruption to air travel as a result of confusion or inconsistent implementation or interpretation of necessary measures, facilitating a common and consistent response by Member States, and encouraging clear communication by Member States to the travelling public.

## **APPENDIX G**

### **International and regional cooperation in the field of aviation security**

*Recognizing* that the threat posed to civil aviation requires development of an effective global response by Member States and concerned international and regional organizations; and

*Recognizing* the development of the United Nations Global Counter-Terrorism Coordination Compact to strengthen the common UN approach to supporting Member States with the implementation of the United Nations Global Counter-Terrorism Strategy and relevant UN resolutions and mandates.

*The Assembly:*

1. *Invites* the Civil Air Navigation Services Organization (CANSO), the International Atomic Energy Agency (IAEA), the International Criminal Police Organization (ICPO/INTERPOL), the International Maritime Organization (IMO), the Organization for Security and Cooperation for Europe (OSCE), the United Nations Counter-Terrorism Committee Executive Directorate (UNCTED), United Nations Office of Counter-Terrorism (UNOCT), the United Nations Office on Drugs and Crime

(UNODC), the Universal Postal Union (UPU), the World Customs Organization (WCO), the African Union (AU), the European Union (EU), the Arab Civil Aviation Organization (ACAO), the African Civil Aviation Commission (AFCAC), the European Civil Aviation Conference (ECAC), the Latin American Civil Aviation Commission (LACAC), the International Air Transport Association (IATA), Airports Council International (ACI), the International Federation of Airline Pilots' Associations (IFALPA), the International Business Aviation Council (IBAC), the International Coordinating Council of Aerospace Industries Associations (ICCAIA), the Global Express Association (GEA), the International Federation of Freight Forwarders Associations (FIATA), The International Air Cargo Association (TIACA), and other stakeholders to continue their cooperation with ICAO, to the maximum extent possible, to safeguard international civil aviation against acts of unlawful interference;

2. *Directs* the Council to continue its cooperation with the UN Counter-Terrorism Committee (CTC) in areas of aviation security and border management, in the global effort to combat terrorism and requests the Secretary General to use the Organization's expertise to assist the UN Counter-Terrorism Executive Directorate (UNCTED) in the conduct of country visits to assess the counter-terrorism efforts of Member States including progress made, remaining shortfalls, and priority areas for technical assistance needs, as well as to identify terrorism-related trends and challenges and best practices employed in the implementation of relevant Security Council resolutions; and

3. *Directs* the Secretary General to use the Organization's expertise in the field of aviation security and border management to support the work of the UN Global Counter-Terrorism Coordination Compact framework to strengthen the common UN approach to prevent and counter terrorism, and to assist the UN Office of Counter-Terrorism (UNOCT) in their efforts to provide technical assistance and capacity-building support to Member States while ensuring assistance activities are coordinated to avoid duplication of effort and ensure the efficient use of resources.

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### ***Aviation Cybersecurity***

14.56 The Council, in WP/22, provided an update on ICAO's work on aviation cybersecurity during the past triennium, and proposed a revised Assembly Resolution to supersede A40-10 *on Addressing Cybersecurity in Civil Aviation*.

14.57 ICAO is the adequate forum to address aviation cybersecurity in a global, harmonized, holistic, and cross-cutting manner. In that regard, the Committee noted with satisfaction the development of ICAO's work on aviation cybersecurity during the past triennium, and commended ICAO and its groups of experts on their work. In particular, the Committee welcomed the adoption and implementation of an enhanced internal governance structure for aviation cybersecurity in ICAO, as well as the continuous development of aviation cybersecurity policies, provisions, guidance, capacity-building, and awareness initiatives. Moreover, the Committee agreed to recommend to the Plenary the adoption of Resolution 14/2 to supersede Resolution A40-10 *Addressing Cybersecurity in Civil Aviation*.

14.58 The Committee recognized the importance of developing guidance for cyber risk assessments as well as the continuous enhancement of the ICAO aviation cybersecurity framework, implementation of cybersecurity culture, development of capacity-building initiatives, and conducting cybersecurity exercises as outlined in WP/74. The Committee further noted the work done by ICAO to develop a gap analysis through a holistic review of 16 Annexes to the Chicago Convention in order to identify potential gaps in ICAO SARPs that would support strengthening the protection and resilience of

the civil aviation sector. In that regard, the Committee recommended that the ICAO Council refers the proposals in WP/74 to the relevant ICAO expert groups for consideration.

14.59 The Committee acknowledged the importance of developing capacity-building initiatives and to include aviation cybersecurity in organizations' human resources strategies to enhance the competence of aviation personnel in aviation cybersecurity as outlined in WP/151. It also recognized the need to provide capacity-building support and mentorship to small States as outlined in WP/158 in order to ensure a globally holistic and harmonized approach to aviation cybersecurity. In that regard, the Committee recommended that the ICAO Council refers the proposals in WP/151 and WP/158 to the relevant ICAO expert groups for consideration.

14.60 The Committee recognized the need for States to adopt and implement a civil aviation cybersecurity culture as outlined in WP/231. Accordingly, the Committee recommended that the ICAO Council refers the proposals in WP/231 to the relevant ICAO expert groups for consideration, and that the Assembly encourages States to make use of the ICAO guidance material on "Cybersecurity Culture in Civil Aviation" to support their efforts to implement an effective and robust aviation cybersecurity culture.

14.61 The Committee discussed the proposal in WP/241 related to the recommendation to States to use the zero-trust security principle in their Information Security Management Systems (ISMS), and to request the Cybersecurity Panel to develop technical guidance on the use of that principle in ISMS. In that regard, the Committee acknowledged the benefits of zero-trust principles. The Committee further noted that the Cybersecurity Panel is considering the development of guidance on cyber risk assessment and management which would include guidance on the use of different techniques and principles to support the cyber protection and resilience of civil aviation. Accordingly, the Committee recommended that the Council refers the proposals in WP/241 to the relevant ICAO expert groups for consideration.

14.62 The Committee discussed the proposals in WP/281 related to ensuring a proper governance structure for aviation cybersecurity. In that regard, the Committee agreed on the necessity for States to develop an adequate governance structure in order to coordinate the regulatory and oversight functions of aviation cybersecurity across the different aviation domains, and to ensure the coordination of the topic with aviation and non-aviation agencies and stakeholders on the national levels. However, given States' various governance structures to regulate and oversee aviation safety, security, efficiency, and cybersecurity, the Committee recognized the need for flexibility to States in identifying an appropriate national authority for aviation cybersecurity. The Committee also recommended that the Council refers the proposals in WP/281 to the relevant ICAO expert groups for consideration.

14.63 The Committee discussed the proposal to request that the Cybersecurity Panel develops capacity-building and cybersecurity culture initiatives targeted to air navigation services personnel during crises times as outlined in WP/374. The Committee acknowledged the importance of continuous development of capacity-building and cybersecurity culture initiatives across all civil aviation domains, including air navigation services. The Committee further recognized that capacity-building initiatives and cybersecurity culture activities should be conducted continuously regardless of crises. Accordingly, the Committee encouraged ICAO to continue the development of its capacity-building and cybersecurity culture initiatives to support States and stakeholders to address aviation cybersecurity, and recommended that the Council refers the proposals in WP/374 to the relevant ICAO expert groups for consideration.

14.64 The Committee discussed the proposal to request ICAO to develop an iPack on aviation cybersecurity as outlined in WP/416. The Committee further noted the challenges related to developing the assistance component of such an iPack, whereby it would be challenging to develop a generic assistance package to States given the different governance structures in States for aviation and for cybersecurity in terms of responsibilities and official reporting lines. As such, the Committee recommended that the ICAO

Council refers the proposals in WP/416 to the relevant ICAO expert groups for possible consideration and guidance on the development of such an iPack.

14.65 The Committee noted WP/64 and acknowledged the need for coordination of ICAO's work on aviation cybersecurity between the different expert groups, a task that is expected to be undertaken by the new governance structure approved by the ICAO Council, particularly the Council's Ad-Hoc Cybersecurity Coordination Committee. The Committee also recommended that the Council refers the proposals in WP/64 to the relevant ICAO expert groups for consideration.

## **Resolution 14/2: Addressing Cybersecurity in Civil Aviation**

*Whereas* the global aviation system is a highly complex and integrated system that comprises systems that are critical for the safety and security of civil aviation operations;

*Noting* that the aviation sector is increasingly reliant on the availability, integrity and confidentiality of information, data, and systems;

*Mindful* that cyber threats to civil aviation are rapidly and continuously evolving, that aviation continues to be a target for perpetrators in the cyber domain as in the physical one, and that cyber threats can evolve to affect critical civil aviation systems worldwide;

*Recognizing* that not all cybersecurity events affecting the safety of civil aviation are unlawful and/or intentional;

*Recognizing* the multi-faceted and multi-disciplinary nature of cybersecurity challenges and solutions and noting that cyber risks can simultaneously affect a wide range of aviation areas and spread rapidly;

*Reaffirming* the obligations under the Convention on International Civil Aviation (Chicago Convention) to ensure the safety, security and continuity of civil aviation;

*Considering* that the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (Beijing Convention) and Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (Beijing Protocol) would enhance the global legal framework for dealing with cyber-attacks on international civil aviation as crimes and therefore wide ratification by States of those instruments would ensure that such attacks would be deterred and punished wherever in the world they occur;

*Reaffirming* the importance and urgency of addressing the cybersecurity and cyber resilience of civil aviation's critical systems, data, and information against cyber threats and hazards, including common interfaces between civil and military aviation;

*Considering* the need to work collaboratively towards the development of an effective and coordinated global framework to address aviation cybersecurity and to support the cybersecurity and cyber resilience of the global aviation system to cyber threats that may jeopardize the safety and/or security of civil aviation;

*Recognizing* ICAO's leadership and work in the fields of aviation cybersecurity and cyber resilience across the different aviation disciplines;

*Recognizing* that aviation cybersecurity needs to be harmonized at the global, regional and national levels in order to ensure the consistency and full interoperability of protection measures and risk management systems;

*Recognizing* the importance of developing clear national governance and accountability for civil aviation cybersecurity, including the designation of a competent national authority responsible for aviation cybersecurity in coordination with concerned national authorities and agencies; and

*Acknowledging* the value of relevant initiatives, action plans, publications and other media designed to address cybersecurity issues in a collaborative and holistic manner.

*The Assembly:*

1. *Urges* Member States to adopt and ratify the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (Beijing Convention) and Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (Beijing Protocol) as a means for dealing with cyberattacks against civil aviation;

2. *Calls upon* States and industry stakeholders to take the following actions to address cyber threats to civil aviation:

- a) implement the ICAO Aviation Cybersecurity Strategy, and make use of the ICAO Cybersecurity Action Plan as a tool to support the implementation of the Aviation Cybersecurity Strategy;
- b) designate the authority competent for aviation cybersecurity, and define the interaction between that authority and concerned national agencies;
- c) define the responsibilities of national agencies and industry stakeholders with regard to cybersecurity in civil aviation;
- d) develop and implement a robust cybersecurity risk management framework that draws on relevant safety and security risk management practices, and adopt a risk-based approach to protecting critical civil aviation systems, information, and data from cyber threats;
- e) establish policies and instruments, and allocate resources to ensure that, for critical aviation systems: system architectures are secure by design; systems are protected and resilient; data is secured and available in storage and while in transfer; system monitoring, and incident detection and reporting, methods are implemented; incident recovery plans are developed and practiced; and forensic analysis of cyber incidents is carried out;
- f) encourage government/industry coordination with regard to aviation cybersecurity strategies, policies, and plans, as well as sharing of information to help identify critical vulnerabilities that need to be addressed;
- g) encourage civil/military cooperation with regard to identifying, protecting, and monitoring common vulnerabilities and data flows at interfaces between civil and military aviation systems, and collaborate in response to common cyber threats and recovery from cyber incidents;

- h) develop and participate in government/industry partnerships and mechanisms, nationally and internationally, for the systematic sharing of information on cyber threats, incidents, trends and mitigation efforts;
  - i) design and implement a robust cybersecurity culture across the civil aviation sector;
  - j) encourage States to continue contributing to ICAO in the development of international Standards, strategies, and best practices to support advancing aviation cybersecurity and cyber resilience; and
  - k) continue collaborating in the development of ICAO's cybersecurity framework according to a horizontal, cross-cutting and functional approach involving aviation safety, aviation security, facilitation, air navigation, communication, surveillance, air traffic management, aircraft operations, airworthiness, and other relevant disciplines.
3. *Instructs ICAO to:*
- a) continue to promote the universal adoption and ratification of the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (Beijing Convention) and Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (Beijing Protocol); and
  - b) continue to ensure that cybersecurity and cyber resilience matters are considered and coordinated in a cross-cutting manner through the new mechanism in ICAO to address aviation cybersecurity.

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### **Agenda Item 15: Audit Programmes – Continuous Monitoring Approach**

15.1 At its eighth meeting, the Executive Committee considered the subject of the implementation, latest developments and evolution of the Universal Audit Programmes – Continuous Monitoring Approach, on the basis of the Council's report on the Implementation of the ICAO Continuous Monitoring Approach (CMA) Audit Programmes (A41-WP/7), and on the Report on the Evolution of the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) and Post Implementation Review (A41-WP/27). In addition, there were 10 other papers submitted by States and international organizations: WPs/379, 202, 59, 309, 457, 386, 558, 598, 488 and 212.

#### **Discussion**

##### *Implementation of the ICAO Continuous Monitoring Approach (CMA) Audit Programmes*

15.2 During discussions on WP/7, States expressed strong support for the work of both audit programmes, as well as for the commitment towards ongoing improvement through the various mechanisms established, including the Secretariat Study Group (SSG) on the Universal Security Audit Programme (USAP) CMA. The Committee thanked all States for providing support to the audit programmes through the secondment of experts and other voluntary contributions.

15.3 The Committee expressed its appreciation to ICAO and Member States for their efforts and for the successful implementation of both the USOAP CMA and the USAP-CMA, especially given the

challenges generated during the COVID-19 pandemic. The Committee noted the progress report and welcomed the coordination efforts on the implementation and activities of the ICAO audit programmes. The Committee further noted the need to continue efforts to improve the USAP-CMA, in particular concerning future amendments of protocol questions. The Committee urged ICAO to prioritize resources for the audit programmes as appropriate and called upon Member States to continue their full engagement with these programmes of the Organization while encouraging them to continue supporting these initiatives with voluntary contributions.

#### *Evolution of the USOAP CMA*

15.4 The Committee acknowledged the efficacy, relevance and resilience of the USOAP CMA, the safety improvements it generates globally and the evolution plan managed under four streams of work as contained in WP/27. The Committee welcomed the work planned under the organizational improvements stream, including the review and update of policy documents, such as Doc 9735, *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* as well as the implementation of the Group of Experts for a USOAP CMA Structured Review (GEUSR) recommendations, which would undergo an effectiveness review. Further, the Committee agreed on the roll-out of two streams of work to implement the approved recommendations of the Ad hoc USOAP Advisory Group (USOAP-AG) and the relevant recommendations of the High-level Conference on COVID-19. Lastly, the Committee acknowledged the work undertaken with the World Food Programme under the auspices of a dedicated Memorandum of Understanding.

15.5 WP/379 presented by Cameroon and WP/202 presented by Indonesia raised the need for ICAO to assess corrective action plans (CAPs) submitted through the online framework within a specific defined period. The Committee noted that States are uncertain to implement the CAPs submitted to ICAO due to a delay in the ICAO review process and confirmation of acceptance of the CAP. The Committee agreed that ICAO amend its evolution plan to include the improvement of the monitoring and evaluation of CAPs to identify the root causes of such delays and to assure a response within a defined timeline. It was noted that this timeline for acceptability will be reflected in relevant policy documents, such as Doc 9735 — *Universal Safety Oversight Audit Programme Continuous Monitoring Manual*.

15.6 Paraguay presented WP/59, co-sponsored by Chile, Colombia, Guyana, Panama, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of), which shared its experience of the impact on effective implementation (EI) percentages resulting from the use of revised and/or updated protocol questions (PQs) in States that had already been audited by the USOAP CMA prior to the PQ revision. The Committee noted that PQ amendments may have an impact on all States' EIs, such as the amendment resulting from the implementation of GEUSR recommendations. It was recommended that the USOAP CMA apply relevant auditing principles while ensuring traceability of existing findings of amended PQs. The Committee agreed that ICAO amends its evolution plan to include the analysis for future amendments of PQs, its application to USOAP activities and State EI scores within the upcoming GEUSR effectiveness review. Additional information for States clarifying the changes introduced to PQs was recommended.

15.7 AFCAC presented WP/309 on behalf of 54 African States proposing the development of an alternative methodology that will support States to address all the requirements of the ICAO aircraft accident and incident investigation (AIG) PQs without having an actual accident. Improvements were also highlighted in addressing the shortage of AIG auditors by the development of this innovative methodology. The Committee agreed to amend its evolution plan to consider the development of an alternative methodology to audit aircraft accident and incident investigation systems of States to better reflect these capabilities of States in the absence of accidents. It was agreed that latest technologies and innovations, such as the use of simulators, would be considered in this initiative.

15.8 The Committee acknowledged the African community's interest in evolving the USOAP CMA to better meet the needs of Member States as expressed in WP/457 and noted that the actions a), b) and c) contained therein had been addressed by the ICAO Council during its 225th Session. It was recalled that the actions proposed were in alignment with the approved USOAP-AG recommendations, as amended by the State consultation. With respect to item d) of WP/457, it was noted that as a current practice, a Mandatory Information Request (MIR) is never utilized solely as a result of an audit postponement. The Committee further recommended that ICAO do not issue an MIR and subsequently a Significant Safety Concern (SSC) based only on the postponement or cancellation of a USOAP activity.

15.9 Information papers WP/386 on the revamping of the regulatory oversight system in Pakistan, WP/558 presented by Seychelles on the status of progress to address deficiencies identified by ICAO during its safety oversight activities, and WP/598 presented by IFALDA addressing flight dispatch provisions in USOAP PQs were noted.

#### *Developments related to the USAP-CMA*

15.10 Venezuela (Bolivarian Republic of) presented WP/488, supported by Bolivia (Plurinational State of), Colombia, Costa Rica, Panama, Peru and Uruguay, addressing the importance of strengthening USAP-CMA auditors' knowledge and understanding of cybersecurity aspects, with the view to enable them to conduct objective and technical assessments of applicable Standards. An appendix to WP/488 also highlighted the suggested areas of knowledge and experience that could be considered as necessary for the assessment of cybersecurity by USAP-CMA audit teams, and suggested content that could be captured in prospective guidance or training material on this subject matter. It was clarified during discussions that the training proposed in this paper exceeded that which is required to fully assess compliance with the Annex 17 Standard 4.9.1. Moreover, the Secretariat explained that the auditing of this Standard was focused on regulatory and organizational issues, rather than the implementation of the cybersecurity systems themselves.

15.11 In WP/212, AFCAC noted the improvements made to the USAP-CMA in collaboration with the SSG on the USAP-CMA, which include the secure transmission of information, and highlighted the importance of real-time monitoring of CAPs and the work done by the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan). WP/212 further suggested the decentralization of the USAP-CMA audit team leadership to the ICAO Regional Offices. States supported the needs for up-to-date audit information, but some members of the Committee, supported by the Secretariat, indicated that the conduct of audits by ICAO Regional Officers would create issues of conflict of interest, given that these Officers are also responsible for assistance. It was suggested that the decentralization and prioritization process of audit activities should be reviewed by the SSG. The ability to update CAPs online would also provide a clearer picture of the status of implementation of Standards by States.

15.12 The Secretariat indicated that additional team leaders have been hired at ICAO Headquarters to increase the number of audits conducted, catch up on the backlog in audits caused by the pandemic, and ensure strong succession planning.

15.13 The Committee noted WP/212 and WP/488 and urged Member States to cooperate with ICAO in reporting progress made for the implementation of CAPs, including identified priority actions. The Committee directed the Council to continue monitoring the work done by the SSG for the continuous improvement of the USAP-CMA, encompassing aspects related to CAP updates and USAP-CMA auditor training.

**Agenda Item 16: Environmental Protection – General provisions, Aircraft Noise and Local Air Quality**

16.1 At its second meeting, the Executive Committee considered the subject of environmental protection on the basis of progress reports by the Council on the Organization's work on general provisions, aircraft noise, and local air quality (WP/93) and considered the Council's proposals to update Resolution A40-17, *Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality* (WP/95). In addition, there were three papers submitted by States and Observers: WPs 163, 168, 209.

16.2 In WP/93, Revision No.1, the Council reported on progress made by ICAO since the 40th Session of the Assembly in the field of civil aviation and the environment, including present and future aviation trends in the areas of aircraft noise and emissions, progress on the development of Standards and Recommended Practices (SARPs) and guidance on environment, and relevant developments in other United Nations bodies and international organizations.

16.3 In WP/95, the Council proposed revisions of Assembly Resolution A40-17, in light of the developments since the last Assembly. The revisions proposed in the Assembly Resolution arise mainly from the work carried out by ICAO, in cooperation with other organizations and from the outcome of the activities conducted by the Committee on Aviation Environmental Protection (CAEP).

16.4 The Committee acknowledged the substantial progress achieved by the Organization since the last Assembly in addressing the impact of noise, local air quality and global climate emissions, and requested ICAO to closely follow-up innovative technologies and cleaner energy sources for aviation, and to prepare for the timely update and development of relevant ICAO environmental Standards and Recommended Practices (SARPs) and guidance, as appropriate.

16.5 In WP/168, China and the 54 Member States of the African Civil Aviation Commission (AFCAC) recognized the progress achieved by CAEP and welcomed the ongoing "dual stringency" process to handle the interdependency between environmental certification Standards. The States also expressed the view that it is essential for CAEP to maintain and update the data-driven analyses in the Standard-setting process, and that the transparency of the used model and database needs to be enhanced in order to improve the robustness of the results from environmental trends and cost-benefit analyses. The States also recommended to prioritize the CAEP work on new aeroplane types only for the "dual stringency" analysis of the CO<sub>2</sub> emissions Standards.

16.6 Regarding the CAEP process and its transparency, it was clarified that the models and databases used in the CAEP stringency analyses are publically listed in the ICAO website, and they are all validated by CAEP prior to being used in the stringency analyses. In this regard, Member States were invited to actively participate in the CAEP processes by becoming a CAEP Member or Observer State. Regarding the applicability of "dual stringency" Standards being analysed by CAEP, it was clarified that the ongoing CAEP work programme, as approved by the ICAO Council, already includes, as a priority, the consideration of the applicability of the dual stringency to new types of aeroplanes.

16.7 The Committee noted the support for the work of ICAO through CAEP on environmental protection, and noted a general consensus on the need for enhanced transparency in the work of CAEP. The Committee noted that all technical subjects raised are ongoing and are being considered by CAEP in its current Work Programme. The Committee agreed that CAEP should pursue its work programme, and requested the Council to guide CAEP work in the most effective manner.

16.8 In WP/209, El Salvador, supported by the Member States of the Latin American Civil Aviation Commission (LACAC) presented the progress achieved by the Latin America region in environment matters, by proactively promoting initiatives to improve environmental performance, with action taken on noise abatement, improving local air quality, reduction in greenhouse gas emissions and airport facility planning. The States also emphasized the continued need to build the capacity of States through seminars and workshops on the environment, as well as the access to funding, training and the transfer of technology to developing States.

16.9 While the Committee welcomed the efforts and initiatives of the Latin American States to address the impacts of aviation noise and emissions in accordance with relevant ICAO environmental SARPs and guidance, it was also clarified that the need for ICAO to provide further capacity-building such as through seminars and workshops, including through coordination with Regional Offices, was actually requested in draft Assembly Resolution (attached to WP/95) in Appendix A, operative paragraph 8.

16.10 The Committee noted information paper WP/163, submitted by Iran (Islamic Republic of) regarding its research for the assessment of noise in aircraft maintenance hangars.

16.11 The Committee agreed to recommend that the Assembly adopt the following Resolution:

**Resolution 16/1: Consolidated statement of continuing ICAO policies and practices related to environmental protection - General provisions, noise and local air quality**

*Whereas* in Resolution A40-17 the Assembly resolved to continue to adopt at each ordinary Session a consolidated statement of continuing ICAO policies and practices related to environmental protection;

*Whereas* Resolution A40-17 consists of an introductory text and a number of Appendices concerning specific but interrelated subjects; and

*Considering* the need to reflect developments that have taken place since the 40th Session of the Assembly in the field of aircraft noise and engine emissions;

*The Assembly:*

1. *Resolves* that the Appendices attached to this Resolution and listed below, together with A41-21: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change* and A41-22: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)*, constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection, as these policies exist at the close of the 41st Session of the Assembly:

Appendix A — General

Appendix B — Development of Standards, Recommended Practices and Procedures and/or guidance material relating to the quality of the environment

Appendix C — Policies and programmes based on a “balanced approach” to aircraft noise management

Appendix D — Phase-out of subsonic jet aircraft which exceed the noise levels in Volume I of Annex 16

Appendix E — Local noise-related operating restrictions at airports

Appendix F — Land-use planning and management

Appendix G — Supersonic aircraft — The problem of sonic boom

Appendix H — Aviation impact on local air quality

2. *Requests* the Council to submit the ICAO policies and practices related to environmental protection for review at each ordinary session of the Assembly; and

3. *Declares* that this resolution, together with A41-21: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*, and A41-22: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)*, supersede Resolutions A40-17, A40-18 and A40-19.

## APPENDIX A

### General

*Whereas* the preamble to the Convention on International Civil Aviation states that “the future development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world . . .” and Article 44 of that Convention states that ICAO should “develop the principles and techniques of international air navigation and . . . foster the planning and development of international air transport so as to . . . meet the needs of the peoples of the world for safe, regular, efficient and economical air transport”;

*Whereas* many of the adverse environmental effects of civil aviation activity can be reduced by the application of comprehensive measures embracing technological improvements, more efficient air traffic management and operational procedures, aircraft recycling, the use of clean, renewable and sustainable energy sources, the appropriate use of airport planning, land-use planning and management, community engagement and market-based measures;

*Whereas* all ICAO Member States agreed to continue to pursue all aviation matters related to the environment and also maintain the initiative in developing policy guidance on these matters, and not leave such initiatives to other organizations;

*Whereas* other international organizations are emphasizing the importance of environmental policies affecting air transport;

*Whereas* the sustainable growth of aviation is important for future economic growth and development, trade and commerce, cultural exchange and understanding among peoples and nations; therefore prompt action must be taken to ensure that it is compatible with the quality of the environment and develops in ways that alleviate adverse impacts;

*Recognizing* that the work of the Organization on the environment contributes to 14 of 17 United Nations Sustainable Development Goals (SDGs);

*Whereas* reliable and best available information on the environmental effects of aviation is essential for the development of policy by ICAO and its Member States;

*Acknowledging* that substantial progress has been achieved in addressing the effects of aviation on the environment, and that aircraft produced today are 80 per cent more fuel efficient and 75 per cent quieter than they were in the 1960s;

*Recognizing* that new innovative technologies and energy sources for aviation are under development in a fast pace, and much work by ICAO will be required to keep pace with the timely environmental certification of such new technologies, as appropriate;

*Whereas* as far as there are recognized interdependencies of the environmental effects from aviation, such as noise and engine emissions, they need to be considered when defining source control and operational mitigation policies;

*Whereas* airspace management and design can play a role in addressing the impacts of aviation greenhouse gas emissions on the global climate, and the related economic and institutional issues need to be addressed by States, either individually or collectively on a regional basis;

*Whereas* cooperation with other international organizations is important to progress the understanding of aviation's impacts on the environment and in order to develop the appropriate policies to address these impacts;

*Recognizing* the importance of a resilient air transport system that can adapt its infrastructure and operations to a changing climate;

*Recognizing* the importance of research and development in fuel efficiency and aviation fuels that will enable international air transport operations with a lower environmental impact, both in terms of local air quality and the global climate; and

*Noting* the importance of updated information on the present and future impact of aircraft noise and aircraft emissions, as provided in the ICAO global environmental trends, to support decision-making on environmental matters;

*The Assembly:*

1. *Declares* that ICAO, as the lead United Nations (UN) Agency in matters involving international civil aviation, is conscious of and will continue to address the adverse environmental impacts that may be related to civil aviation activity and acknowledges its responsibility and that of its Member States to achieve maximum compatibility between the safe and orderly development of civil aviation and the quality of the environment. In carrying out its responsibilities, ICAO and its Member States will strive to:

- a) limit or reduce the number of people affected by significant aircraft noise;
- b) limit or reduce the impact of aviation emissions on local air quality;
- c) limit or reduce the impact of aviation greenhouse gas emissions on the global climate; and
- d) ensure future resilience of air transport by adapting its infrastructure and operations to the consequences of climate change.

2. *Emphasizes* the importance of ICAO continuing to demonstrate its leadership role on all international civil aviation matters related to the environment and requests the Council to maintain the

initiative in developing policy guidance on these matters, which recognizes the seriousness of the challenges which the sector faces;

3. *Requests* the Council to continue to assess regularly the present and future impact of aircraft noise and aircraft engine emissions and to continue to develop tools for this purpose;

4. *Requests* the Council to continue to closely follow-up innovative technologies and new energy sources for aviation to prepare for the timely environmental certification of such technologies, as appropriate, including through the ICAO Stocktaking process;

5. *Welcomes* the launch of the ICAO tracker tools on innovations that can generate in-sector CO<sub>2</sub> emissions reductions, and *requests* the Council to keep track and update the tools, as appropriate;

6. *Requests* the Council to maintain and update knowledge of the interdependencies and trade-offs related to measures to mitigate the impact of aviation on the environment so as to optimize decision-making;

7. *Requests* the Council to establish a set of aviation environmental indicators which States could use to evaluate the performance of aviation operations and the effectiveness of standards, policies and measures to mitigate aviation's impacts on the environment;

8. *Requests* the Council to disseminate information on the present and future impact and trends of aircraft noise, aircraft fuel consumption, aviation system fuel efficiency, and aircraft engine Particulate Matter (PM) and Oxides of Nitrogen (NO<sub>x</sub>) emissions, reflecting the work of the Organization, action plans submitted by States, the ICAO Global Air Navigation Plan, ICAO Standards and Recommended Practices, and ICAO policy and guidance material in the environmental field, in an appropriate manner, such as through regular reporting and workshops, including through the coordination with the ICAO Regional Offices;

9. *Invites* States to continue their active support for ICAO's environment-related activities, and urges Member States to support activities not foreseen in the budget by providing a reasonable level of voluntary contributions;

10. *Invites* States and international organizations to provide the necessary scientific information and data to enable ICAO to substantiate its work in this field;

11. *Welcomes* the establishment of the *ICAO Global Coalition on Sustainable Aviation* as a forum of stakeholders to facilitate the development of new ideas and accelerate the implementation of environmental innovative solutions, and *requests* the Council to encourage more stakeholders to join the Coalition;

12. *Encourages* the Council to continue to cooperate closely with international organizations and other UN bodies on the understanding of aviation impacts on the environment and on the establishment of policies to address such impacts; and

13. *Urges* States to refrain from environmental measures that would adversely affect the orderly and sustainable development of international civil aviation.

## APPENDIX B

### **Development of Standards, Recommended Practices and Procedures and/or guidance material relating to the quality of the environment**

*Whereas* the problem of aircraft noise in the vicinity of many of the world's airports, which continues to arouse public concern and limit airport infrastructure development, requires appropriate action;

*Whereas* the scientific community is improving the understanding of uncertainties associated with the environmental impact of aircraft emissions at both the local and global levels, this impact remains a cause of concern and requires appropriate action;

*Recognizing* that there are interdependencies related to technology, design and operations of aircraft when addressing concerns related to noise, local air quality, and climate change;

*Whereas* the Council has established a Committee on Aviation Environmental Protection (CAEP) for the purpose of assisting in the further development of Standards, Recommended Practices and Procedures and/or guidance material on aircraft noise and engine emissions;

*Whereas* the Council has adopted Annex 16, Volume I — *Aircraft Noise*, which comprises noise certification Standards for subsonic aircraft (except short take-off and landing/vertical take-off and landing aeroplanes) and has notified Member States of this action;

*Whereas* the Council has adopted Annex 16, Volume II — *Aircraft Engine Emissions*, which comprises emissions certification Standards for aircraft engines and has notified Member States of this action;

*Whereas* the Council has adopted Annex 16, Volume III — *Aeroplane CO<sub>2</sub> Emissions*, which comprises CO<sub>2</sub> emissions certification Standards for aeroplanes and has notified Member States of this action;

*Recognizing* that the non-volatile particulate matter (nvPM) emissions certification Standard and CO<sub>2</sub> emissions certification standard are a technical comparison of aviation technologies designed for use in nvPM emissions certification and CO<sub>2</sub> emissions certification processes, respectively, and were not designed to serve as a basis for operating restrictions or emissions levies;

*Whereas* ICAO policy guidance on measures to address environmental concerns related to aircraft noise and engine emissions has been developed, amended and published;

*Recognizing* the work of CAEP on its first independent expert integrated review of aircraft and engine technologies and the development of medium-term (2027) and long-term (2037) technology goals for noise, fuel burn and emissions;

*Acknowledging* the need for the timely update and development of relevant ICAO environmental Standards and Recommended Practices (SARPs) and guidance for new advanced aircraft technologies, as appropriate; and

*Recognizing* new innovative technologies and energy sources for aviation being under development in a fast pace, including hybrid, electric and hydrogen aircraft;

*The Assembly:*

1. *Welcomes* the continuing benefits of the more stringent aircraft noise Standard in Annex 16, Volume I, Chapter 14 that became applicable on 31 December 2017 and 31 December 2020 for aircraft less than 55 tonnes Maximum Take-off Mass (MTOM);
2. *Welcomes* the adoption by the Council in March 2014 of the new Standard for noise which became applicable for Tilt-rotors on or after 1 January 2018;
3. *Welcomes* the benefits of the ICAO Aeroplane CO<sub>2</sub> Standard which became applicable on 1 January 2020 for new aeroplane types, except those new aeroplane types of less than or equal to 60 tonnes MTOM and with a maximum passenger seating capacity of 19 seats or less, which will become applicable on 1 January 2023;
4. *Welcomes* the benefits of the ICAO Aeroplane CO<sub>2</sub> Standard which will become applicable on 1 January 2023 for in-production aeroplanes with a production cut-off date of 1 January 2028;
5. *Welcomes* the benefits of the initial nvPM mass emissions Standard for all turbofan and turbojet aircraft engines with rated thrust greater than 26.7kN and for which the date of manufacture of the individual engine is on or after 1 January 2020;
6. *Welcomes* the adoption by the Council in March 2020 of the new mass and number standard for non-volatile particulate matter (nvPM) emissions that is applicable to new and in-production engine designs of rated thrust greater than 26.7 kN from 1 January 2023;
7. *Urges* States to recognize that the nvPM and CO<sub>2</sub> emissions certification Standards were not designed to serve as a basis for operating restrictions or emissions levies;
8. *Requests* the Council, with the assistance and cooperation of other bodies of the Organization and of other international organizations, to continue with vigour the work related to the development of Standards, Recommended Practices and Procedures and/or guidance material dealing with the impact of aviation on the environment;
9. *Requests* the Council to closely follow-up innovative technologies and new energy sources for aviation to prepare for the timely environmental certification of such technologies, as appropriate;
10. *Requests* the Council to ensure that CAEP pursues its work programme in the noise and emissions fields expeditiously in order that appropriate solutions can be developed as quickly as possible, and that the necessary resources are made available to do so;
11. *Urges* Member States from regions of the world that are currently under-represented in CAEP to participate in the Committee's work;
12. *Requests* the Council to provide States and International Organizations information on available measures to reduce the impact of aviation operations on the environment so that action can be taken using the appropriate measures;
13. *Urges* Member States to follow, where appropriate, the ICAO provisions developed pursuant to Resolving Clause 8 of this Appendix; and

14. *Requests* the Council to continue the work on developing and employing scenarios for assessing the future environmental impact of aviation emissions and to cooperate with other international organizations in this area.

## APPENDIX C

### **Policies and programmes based on a “balanced approach” to aircraft noise management**

*Whereas* a goal of ICAO is to promote the highest practicable degree of consistency in international civil aviation, including environmental regulations;

*Whereas* the uncoordinated development of national and regional policies and programmes for the alleviation of aircraft noise could hinder the role of civil aviation in economic development;

*Whereas* the severity of the aircraft noise problem at many airports has given rise to measures which limit aircraft operations and has provoked vigorous opposition to the expansion of existing airports or construction of new airports;

*Whereas* ICAO has accepted full responsibility for pursuing a course aimed at achieving maximum compatibility between the safe, economically effective and orderly development of civil aviation and the quality of the environment, and is actively pursuing the concept of a “balanced approach” for the reduction of aircraft noise and guidance on how States might apply such an approach;

*Whereas* the balanced approach to noise management developed by ICAO consists of identifying the noise problem at an airport and then analysing the various measures available to reduce noise through the exploration of four principal elements, namely reduction at source, land-use planning and management, noise abatement operational procedures and operating restrictions, with the goal of addressing the noise problem in the most cost-effective manner;

*Whereas* the assessment of present and future impact of aviation noise is an essential tool for the development of policy by ICAO and its Member States;

*Whereas* the process for implementation and decisions between elements of the balanced approach is for Member States and it is ultimately the responsibility of individual States to develop appropriate solutions to the noise problems at their airports, with due regard to ICAO rules and policies;

*Whereas* ICAO Circular 351, *Community Engagement for Aviation Environmental Management*, highlights the role of community engagement as an essential component of a comprehensive noise management policy;

*Whereas* the ICAO guidance developed to assist States in implementing the balanced approach [*Guidance on the Balanced Approach to Aircraft Noise Management* (Doc 9829)] has been subsequently updated;

*Recognizing* that solutions to noise problems need to be tailored to the specific characteristics of the airport concerned, which calls for an airport-by-airport approach, and that similar solutions could be applied if similar noise problems are identified at airports;

*Recognizing* that measures to address noise may have significant cost implications for operators and other stakeholders, particularly those from developing countries;

*Recognizing* that States have relevant legal obligations, existing agreements, current laws and established policies which may influence their implementation of the ICAO “balanced approach”;

*Recognizing* that some States may also have wider policies on noise management;

*Recognizing* the approval of the new *Manual on Operational Opportunities to Reduce Aircraft Noise* (Doc 10177);

*Considering* that the improvements in the noise climate achieved at many airports through the replacement of Chapter 2 compliant aircraft (aircraft which comply with the noise certification Standards in Volume I, Chapter 2 of Annex 16 but which exceed the noise levels in Volume I, Chapter 3 of Annex 16) by quieter aircraft should be safeguarded by taking account of the sustainability of future growth and should not be eroded by incompatible urban encroachment around airports; and

*Take note* that the CAEP analysis of Trends in aircraft noise show that, under an advanced technology improvements scenario, an increase in aircraft operations may no longer result in an increase in noise contour area after 2030, if a number of ambitious actions are carried out by ICAO Member States to realize this scenario;

*The Assembly:*

1. *Calls upon* all ICAO Member States and international organizations to recognize the leading role of ICAO in dealing with the problems of aircraft noise;
2. *Welcomes* the progress achieved to date in addressing aircraft noise and encourages States, manufacturers and operators to continue to engage in the work of ICAO in addressing aircraft noise, and to continue to pursue technologies and policies that reduce the impact of aircraft noise in the communities that surround airports;
3. *Urges* States to:
  - a) adopt a balanced approach to noise management, taking full account of ICAO guidance (Doc 9829), relevant legal obligations, existing agreements, current laws and established policies, when addressing noise problems at their international airports;
  - b) institute or oversee a transparent process when considering measures to alleviate noise, including:
    - 1) assessment of the noise problem at the airport concerned based on objective, measurable criteria and other relevant factors;
    - 2) evaluation of the likely costs and benefits of the various measures available and, based on that evaluation, selection of measures with the goal to achieve maximum environmental benefit most cost-effectively; and
    - 3) provision for dissemination of the evaluation results, for consultation with stakeholders and for dispute resolution;

4. *Encourages* States to:

- a) promote and support studies, research and technology programmes aimed at reducing noise at source or by other means taking into account interdependencies with other environmental concerns;
- b) apply land-use planning and management policies to limit the encroachment of incompatible development into noise-sensitive areas and mitigation measures for areas affected by noise, consistent with Appendix F to this Resolution;
- c) apply noise abatement operational procedures, to the extent possible without affecting safety and considering interdependencies with other environmental concerns; and
- d) not apply operating restrictions as a first resort but only after consideration of the benefits to be gained from other elements of the balanced approach and in a manner which is consistent with Appendix E to this Resolution and taking into account the possible impact of such restrictions at other airports;

5. *Requests* States to:

- a) work closely together to ensure the harmonization of programmes, plans and policies to the extent possible;
- b) engage with communities on a timely and consistent basis, as per the principles defined in ICAO Circular 351;
- c) ensure that the application of any measures to alleviate noise are consistent with the non-discrimination principle in Article 15 of the Chicago Convention; and
- d) take into consideration the particular economic conditions of developing countries;

6. *Invites* States to keep the Council informed of their policies and programmes to alleviate the problem of aircraft noise in international civil aviation;

7. *Requests* the Council to:

- a) assess continuously the evolution of the impact of aircraft noise;
- b) ensure that the guidance on the balanced approach in Doc 9829 is current and responsive to the requirements of States;
- c) ensure that appropriate guidance on community engagement is made available to States and maintained; and
- d) promote the use of the balanced approach, for example through workshops; and

8. *Calls* upon States to provide appropriate support for this work on ICAO guidance and any additional work on methodologies, and for the assessment of the impact or effectiveness of measures under the balanced approach as necessary.

## APPENDIX D

### **Phase-out of subsonic jet aircraft which exceed the noise levels in Volume I of Annex 16**

*Whereas* certification standards for subsonic jet aircraft noise levels are specified in Volume I of Annex 16;

*Whereas* for the purpose of this Appendix, a phase-out is defined as withdrawal of a noise-based category of aircraft from international operations at all airports in one or more States;

*Whereas* the Committee on Aviation Environmental Protection has concluded that a general phase-out of Chapter 3 aircraft operations by all the countries which imposed a phase-out on operations of Chapter 2 aircraft is not supported on cost-benefit grounds and had undertaken the work that led to the recommendation of a new noise certification standard in Volume I of Annex 16 on the understanding that a new phase-out should not be considered;

*Whereas* some States have implemented or initiated phase-outs of aircraft which exceed the noise levels in Volume I, Chapter 3 of Annex 16, or are considering so doing;

*Recognizing* that the noise standards in Annex 16 are not intended to introduce operating restrictions on aircraft;

*Recognizing* that operating restrictions on existing aircraft may increase the costs of airlines and could impose a heavy economic burden, particularly on aircraft operators which may not have the financial resources to re-equip their fleets, such as those from developing countries; and

*Considering* that resolution of problems due to aircraft noise must be based on the mutual recognition of the difficulties encountered by States and a balance among their different concerns;

*The Assembly:*

1. *Urges* States not to introduce any phase-outs of aircraft which exceed the noise levels in Volume I, Chapter 3 of Annex 16 before considering:

- a) whether the normal attrition of existing fleets of such aircraft will provide the necessary protection of noise climates around their airports;
- b) whether the necessary protection can be achieved by regulations preventing their operators from adding such aircraft to their fleets through either purchase, or lease/charter/interchange, or alternatively by incentives to accelerate fleet modernization;
- c) whether the necessary protection can be achieved through restrictions limited to airports and runways the use of which has been identified and declared by them as generating noise problems and limited to time periods when greater noise disturbance is caused; and
- d) the implications of any restrictions for other States concerned, consulting these States and giving them reasonable notice of intention;

2. *Urges* States which, despite the considerations in Resolving Clause 1 above, decide to phase out aircraft which comply with the noise certification standards in Volume I, Chapter 2 of Annex 16 but which exceed the noise levels in Volume I, Chapter 3 of Annex 16:

- a) to frame any restrictions so that Chapter 2 compliant aircraft of an individual operator which are presently operating to their territories may be withdrawn from these operations gradually over a period of not less than 7 years;
  - b) not to restrict before the end of the above period the operations of any aircraft less than 25 years after the date of issue of its first individual certificate of airworthiness;
  - c) not to restrict before the end of the period the operations of any presently existing wide-body aircraft or of any fitted with engines that have a by-pass ratio higher than 2 to 1; and
  - d) to inform ICAO, as well as the other States concerned, of all restrictions imposed;
3. *Strongly encourages* States to continue to cooperate bilaterally, regionally and inter-regionally with a view to:
- a) alleviating the noise burden on communities around airports without imposing severe economic hardship on aircraft operators; and
  - b) taking into account the problems of operators of developing countries with regard to Chapter 2 aircraft presently on their register, where they cannot be replaced before the end of the phase-out period, provided that there is proof of a purchase order or leasing contract placed for a replacement Chapter 3 compliant aircraft and the first date of delivery of the aircraft has been accepted;
4. *Urges* States not to introduce measures to phase out aircraft which comply, through original certification or recertification, with the noise certification standards in Volume I, Chapters 3, 4 or any more recent Chapter of Annex 16;
5. *Urges* States not to impose any operating restrictions on Chapter 3 compliant aircraft, except as part of the balanced approach to noise management developed by ICAO and in accordance with Appendices C and E to this Resolution; and
6. *Urges* States to assist aircraft operators in their efforts to accelerate fleet modernization and thereby prevent obstacles and permit all States to have access to lease or purchase aircraft compliant with Chapter 3, including the provision of multilateral technical assistance where appropriate.

## **APPENDIX E**

### **Local noise-related operating restrictions at airports**

*Whereas* certification standards for subsonic jet aircraft noise are specified in Volume I of Annex 16;

*Whereas* for the purposes of this Appendix an operating restriction is defined as any noise-related action that limits or reduces an aircraft's access to an airport;

*Whereas* Appendix C to this Resolution calls for States to adopt a balanced approach to noise management when addressing noise problems at their international airports;

*Whereas* further reductions in noise at source are expected as a result of the adoption of new noise certification standards in Volume I of Annex 16 and through the assimilation of noise reduction technology in the fleet;

*Whereas* at many airports, land-use planning and management and noise abatement operational procedures are already being used and other noise mitigation measures are in place, although urban encroachment continues in certain cases;

*Whereas* implementation of the phase-out of aircraft which comply with the noise certification standards in Volume I, Chapter 2 of Annex 16 but which exceed the noise levels in Volume I, Chapter 3 of Annex 16 (as provided for in Appendix D to this Resolution) has been completed in some States and, assuming continued growth in aviation activity, without further action the number of people exposed to aircraft noise at some airports in those States may increase;

*Whereas* there are significant regional differences in the extent to which aircraft noise is expected to be a problem over the next two decades and some States have consequently been considering placing operating restrictions on certain aircraft which comply with the noise certification standards in Volume I, Chapter 3 of Annex 16;

*Whereas* if operating restrictions on Chapter 3 aircraft are introduced at certain airports, this should be based on the balanced approach and relevant ICAO guidance (Doc 9829) and should be tailored to the specific requirements of the airport concerned;

*Whereas* these restrictions could have a significant economic impact on fleet investments of aircraft operators from States other than those in which the restrictions are imposed;

*Recognizing* that these restrictions go beyond the policy established in Appendix D to this Resolution and other relevant policy guidance developed by ICAO;

*Recognizing* that ICAO places no obligation on States to impose operating restrictions on Chapter 3 aircraft;

*Recognizing* that the noise standards in Annex 16 were not intended to introduce operating restrictions on aircraft and, specifically, that the standards contained in Annex 16, Volume I, Chapter 4 and Chapter 14, and any further stringency levels adopted by the Council, are based on the understanding that it is for certification purposes only; and

*Recognizing* in particular that States have legal obligations, laws, existing arrangements and established policies which may govern the management of noise problems at their airports and could affect the implementation of this Appendix;

*The Assembly:*

1. *Urges* States to ensure, wherever possible, that any operating restrictions be adopted only where such action is supported by a prior assessment of anticipated benefits and of possible adverse impacts;
2. *Urges* States not to introduce any operating restrictions at any airport on aircraft which comply with Volume I, Chapter 3 of Annex 16 before:
  - a) completing the phase-out of aircraft which exceed the noise levels in Volume I, Chapter 3 of Annex 16, at the airport concerned; and

- b) fully assessing available measures to address the noise problem at the airport concerned in accordance with the balanced approach described in Appendix C;
3. *Urges* States which, despite the considerations in Resolving Clause 2 above, permit the introduction of restrictions at an airport on the operations of aircraft which comply, either through original certification or recertification, with Volume I, Chapter 3 of Annex 16:
- a) to base such restrictions on the noise performance of the aircraft, as determined by the certification procedure conducted consistent with Annex 16, Volume I;
  - b) to tailor such restrictions to the noise problem of the airport concerned in accordance with the balanced approach;
  - c) to limit such restrictions to those of a partial nature wherever possible, rather than the complete withdrawal of operations at an airport;
  - d) to take into account possible consequences for air transport services for which there are no suitable alternatives (for example, long-haul services);
  - e) to consider the special circumstances of operators from developing countries, in order to avoid undue hardship for such operators, by granting exemptions;
  - f) to introduce such restrictions gradually over time, where possible, in order to take into account the economic impact on operators of the affected aircraft;
  - g) to give operators a reasonable period of advance notice;
  - h) to take account of the economic and environmental impact on civil aviation; and
  - i) to inform ICAO, as well as the other States concerned, of all such restrictions imposed; and
4. *Further urges* States not to permit the introduction of any operating restrictions aimed at the withdrawal of aircraft that comply, through either original certification or recertification, with the noise standards in Volume I, Chapter 4 and Chapter 14 of Annex 16 and any further stringency levels adopted by the Council.

## **APPENDIX F**

### **Land-use planning and management**

*Whereas* land-use planning and management is one of the four principal elements of the balanced approach to noise management;

*Whereas* the number of people affected by aircraft noise is dependent on the way in which the use of land surrounding an airport is planned and managed, and in particular the extent to which residential development and other noise sensitive activities are controlled;

*Whereas* activity may increase significantly at most airports and there is a risk that future growth may be constrained by inappropriate land use near airports;

*Whereas* the phase-out of subsonic jet aircraft which comply with the noise certification standards in Volume I, Chapter 2 of Annex 16 but which exceed the noise levels in Volume I, Chapter 3 of Annex 16 has succeeded at many airports in reducing the size of the noise contours depicting the areas where people are exposed to unacceptable noise levels as well as in reducing the total number of people exposed to noise;

*Considering* it essential that these improvements should be preserved to the greatest extent practicable for the benefit of local communities;

*Recognizing* that the standard contained in Annex 16, Volume I, Chapter 4 has increased the opportunities for operators to replace aircraft in their fleets by quieter aircraft;

*Recognizing* that the standard contained in Annex 16, Volume I, Chapter 14, when implemented, will increase the opportunities for operators to replace aircraft in their fleets by quieter aircraft;

*Recognizing* that while land-use management includes planning activities that may primarily be the responsibility of local authorities, it nevertheless affects airport capacity, which in turn has implications for civil aviation;

*Recognizing* that the update of the guidance material on appropriate land-use planning and noise mitigation measures is included in the *Airport Planning Manual* (Doc 9184), Part 2 — *Land Use and Environmental Management*;

*Recognizing* that the ICAO Circular 351 *Community Engagement on Aviation Environmental Management* complements the current policy of aircraft noise management at and around airports;

*Recognizing* the Eco-Airport Toolkit e-collection as a useful resource for environmentally sound management policies at and around airports; and

*Recognizing* that emerging technology aircraft, such as drones and remotely piloted aircraft systems (RPAS) may present noise impacts in areas beyond the land surrounding an airport;

*The Assembly:*

1. *Urges* States that have phased out operations of Chapter 2 aircraft at their airports as provided for in Appendix D to this Resolution, whilst preserving the benefits for local communities to the greatest extent practicable, to avoid inappropriate land use or encroachment whenever possible in areas where reductions in noise levels have been achieved;

2. *Urges* States to ensure that the potential reductions in noise levels to be gained from the introduction of quieter aircraft, particularly those complying with the Chapter 4 standard, are also not avoidably compromised by inappropriate land use or encroachment;

3. *Urges* States, where the opportunity still exists to minimize aircraft noise problems through preventive measures, to:

- a) locate new airports at an appropriate place, such as away from noise-sensitive areas;
- b) take the appropriate measures so that land-use planning is taken fully into account at the initial stage of any new airport or of development at an existing airport;

- c) define zones around airports associated with different noise levels taking into account population levels and growth as well as forecasts of traffic growth and establish criteria for the appropriate use of such land, taking account of ICAO guidance;
  - d) enact legislation, establish guidance or other appropriate means to achieve compliance with those criteria for land use; and
  - e) ensure that reader-friendly information on aircraft operations and their environmental effects is available to communities near airports;
4. *Requests* the Council to:
- a) ensure that the guidance on land use in Doc 9184 is current and responsive to the requirements of States; and
  - b) consider what steps might be taken to promote land-use management, particularly in those parts of the world where the opportunity may exist to avoid aircraft noise problems in the future, including through the Eco-Airport Toolkit e-collection.

## APPENDIX G

### **Supersonic aircraft — The problem of sonic boom**

*Whereas* since the introduction of supersonic aircraft in commercial service action has been taken to avoid creating unacceptable situations for the public due to sonic boom, such as interference with sleep and injurious effects to persons and property on land and at sea caused by the magnification of the sonic boom;

*Whereas* the States involved in the manufacture of such supersonic aircraft, as well as other States, continue to carry out research into the physical, physiological and sociological effects of sonic boom;

*Recognizing* the ongoing work to develop a new supersonic noise Standard for future aircraft, and the work to understand the current state of sonic boom knowledge, research and supersonic aeroplane projects; and

*Recognizing* that the airworthiness certification of a supersonic aeroplane could occur in the 2020-2025 timeframe, and the need for an exploratory study to provide better understanding of airport noise impacts resulting from the introduction of supersonic aircraft;

*The Assembly:*

1. *Reaffirms* the importance it attaches to ensuring that no unacceptable situation for the public is created by sonic boom from supersonic aircraft;
2. *Instructs* the Council, in the light of the available information and availing itself of the appropriate machinery, to review the Annexes and other relevant documents, so as to ensure that they take due account of the problems which the operation of supersonic aircraft may create for the public and, in particular, as regards sonic boom, to take action to achieve international agreement on measurement of the sonic boom, the definition in quantitative or qualitative terms of the expression “unacceptable situations for the public” and the establishment of the corresponding limits; and

3. *Invites* the States involved in the manufacture of supersonic aircraft to furnish ICAO in due course with proposals on the manner in which any specifications established by ICAO could be met.

## **APPENDIX H**

### **Aviation impact on local air quality**

*Whereas* there are growing concerns about the impact of aviation on the atmosphere with respect to local air quality and the associated human health and welfare impacts;

*Whereas* the evidence of this impact from emissions of NO<sub>x</sub> and particulate matter (PM) from aircraft engines on local surface and regional air quality is now more compelling;

*Recognizing* that the scientific community is improving the understanding of uncertainties associated with the impact from emissions of NO<sub>x</sub> and PM from aircraft engines on the global climate;

*Recognizing* that there are interdependencies related to design and operations of aircraft when addressing concerns related to noise, local air quality, and climate change;

*Recognizing* that ICAO has established technical Standards and fostered the development of operational procedures that have reduced significantly local air quality pollution from aircraft;

*Recognizing* the work of CAEP on its first independent expert integrated review of aircraft and engine technologies and the development of medium-term (2027) and long-term (2037) technology goals for noise, fuel burn and emissions;

*Whereas* many pollutants such as soot and unburned hydrocarbons from aircraft engines affecting local and regional air quality, have declined dramatically over the last few decades;

*Whereas* progress in operational procedures such as continuous descent operations has resulted in further reduction of emissions from aircraft;

*Whereas* an assessment of trends in aviation emissions of NO<sub>x</sub>, PM, and other gaseous emissions shows increasing global emissions values;

*Whereas* the impacts of aviation emissions of NO<sub>x</sub>, PM, and other gaseous emissions need to be further assessed and understood;

*Recognizing* the robust progress made in understanding impacts of non-volatile components of PM emissions while the scientific and technical work continues on better assessment of volatile components of PM emissions;

*Whereas* the impacts of aviation emissions on local and regional air quality are part of the total emissions in the affected area and should be considered in the broader context of all sources that contribute to the air quality concerns;

*Whereas* the actual local air quality and health impacts of aviation emissions depend on a series of factors among which are the contribution to the total concentrations and the number of people exposed in the area being considered;

*Whereas* Article 15 of the *Convention on International Civil Aviation* contains provisions regarding airport and similar charges, including the principle of non-discrimination, and ICAO has developed policy guidance for Member States regarding charges (*ICAO's Policies on Charges for Airports and Air Navigation Services*, Doc 9082) including specific guidance on noise-related charges and emissions-related charges for local air quality;

*Whereas* the ICAO Council had adopted on 9 December 1996 a policy statement of an interim nature on emissions-related charges and taxes in the form of a resolution wherein the Council strongly recommends that any such levies be in the form of charges rather than taxes, and that the funds collected should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions;

*Whereas* such charges should be based on the costs of mitigating the environmental impact of aircraft engine emissions to the extent that such costs can be properly identified and directly attributed to air transport;

*Whereas* the ICAO Council has adopted policy and guidance material related to the use of emissions-related charges to address the impact of aircraft engine emissions at or around airports;

*Noting* that the ICAO Council has published information on environmental management systems (EMS) that are in use by aviation stakeholders; and

*Noting* that the ICAO Council has developed an Airport Air Quality Manual which has been subsequently updated;

*The Assembly:*

1. *Requests* the Council to monitor and develop its knowledge of, in cooperation with other relevant international organizations such as WHO, the effects of aviation emissions of PM, NO<sub>x</sub> and other gases on human welfare and health, and to disseminate information in this regard;
2. *Requests* the Council to continue its work to develop technologically feasible, environmentally beneficial and economically reasonable standards to further reduce the impact of local air pollution from aircraft;
3. *Requests* the Council to continue to monitor progress in scientific and technical understanding of volatile and non-volatile components of PM emissions;
4. *Requests* the Council to ensure that the interdependencies between measures to reduce aircraft noise and engine emissions that affect local air quality as well as global climate are given due consideration;
5. *Requests* the Council to continue its work to develop integrated medium and long-term technology goals for the reduction of fuel burn, noise and aircraft engine emission of NO<sub>x</sub> and nvPM; and operational goals for the reduction of fuel burn;
6. *Requests* the Council to continue to foster operational and air traffic improvements that reduce the impact of local air pollution from aircraft;
7. *Encourages* action by Member States, and other parties involved, to limit or reduce international aviation emissions affecting local air quality through voluntary measures and to keep ICAO informed;

8. *Welcomes* the development and promotion of guidance material on issues related to the assessment of airport- related air quality;
9. *Requests* the Council to work with States and stakeholders in promoting and sharing best practices applied at airports in reducing the adverse effects of aviation emissions on local air quality;
10. *Welcomes* the development of the guidance on emissions charges related to local air quality and requests the Council to keep up to date such guidance and *urges* Member States to share information on the implementation of such charges; and
11. *Urges* Member States to ensure the highest practical level of consistency and take due account of ICAO policies and guidance on emissions charges related to local air quality.

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### **Agenda Item 17: Environmental Protection – International Aviation and Climate Change**

17.1 At its second, third and fifteenth meetings, the Executive Committee considered the subject of environmental protection on the basis of progress reports by the Council on the Organization’s work on international aviation and climate change (WP/368) and considered the Council’s proposals to update Resolution A40-18, *Consolidated Statement of continuing ICAO policies and practices related to environmental protection – Climate change* (WP/369). In addition, there were 46 papers submitted by States and Observers: WPs 167 Revision No. 1, 169, 172, 173, 206, 210, 280, 351, 362, 413, 415, 428, 431, 432, 434, 435, 436, 438, 439, 440, 466 Revision No. 1, 469, 470, 471, 472, 473, 474, 475, 476, 477, 486, 489, 490, 495 Revision No. 1, 502, 503, 504, 509, 510, 514, 515, 516, 545, 568, 581, and 594.

17.2 In WP/368, the Council reported progress made by ICAO since the 40th Session of the Assembly relating to international aviation and climate change, including on the feasibility of a long-term global aspirational goal (LTAG) for international aviation, and on the ICAO State Action Plans initiative for aviation CO<sub>2</sub> emissions reduction along with related assistance and capacity-building projects. The paper also reported on ICAO’s cooperation with other United Nations (UN) bodies and international organizations in the field of aviation and climate change. The Secretariat also provided a summary presentation regarding the ICAO’s work on the feasibility of LTAG since the 40th Session of the Assembly.

17.3 The Committee acknowledged the substantial progress of work since the last Assembly on the feasibility of a LTAG, and also recognized the progress achieved under the ICAO State Action Plans initiative for aviation CO<sub>2</sub> emissions reduction, and encouraged States to further engage in the ICAO initiative. The Committee also supported ICAO’s continued role to coordinate, facilitate and monitor actions to reduce international aviation CO<sub>2</sub> emissions, and further encouraged ICAO to cooperate with, and provide relevant input to, other UN bodies and international organizations, ensuring ICAO’s leadership in all matters related to international civil aviation.

17.4 In WP/369, the Council proposed revisions of Resolution A40-18, in light of the developments since the last Assembly, in particular the conclusions of the ICAO High-level Meeting on the feasibility of a Long-term Aspirational Goal for international aviation CO<sub>2</sub> emissions reductions (HLM-LTAG, and refer to ICAO Doc 10178). The Committee acknowledged the clarifications on proposed revisions to Resolution A40-18, in particular, the preambular paragraphs reflecting the latest information from the United Nations Convention on Climate Change (UNFCCC) processes in relation to the Glasgow

Climate Pact, as well as recognizing the need for ICAO to update and develop environment related Standards and Recommended Practices (SARPs) and guidance, as appropriate, on a timely basis.

17.5 In WP/469, China presented views that the principles of equity, common but differentiated responsibilities (CBDR) and respective capabilities should be acknowledged and followed in the building of a fair and rational international aviation and climate change governance system. The paper also expressed concerns that carbon neutral growth from 2020 (CNG2020) and the LTAG of net-zero carbon emissions by 2050 would lead to discriminatory market distortions to the disadvantage of developing countries, which should be addressed immediately through the establishment of an assistance mechanism for developing countries. In response to the proposal that international aviation and climate change should be responded to through nationally determined contributions (NDCs), it was clarified that such a proposal could not be considered, since emissions from international aviation were addressed by ICAO and not part of NDCs of the Paris Agreement, and that ICAO could not take a decision on behalf of Parties to the UNFCCC, which was not recognized by China.

17.6 In WP/470, China presented views that developed countries had the international obligation to provide financial, technical and capacity-building assistance to developing countries, which would determine the success or failure in international aviation and climate change. The State also proposed the establishment of an assistance mechanism, with a clear, specific and evaluable agenda arrangements based on the needs of developing countries.

17.7 In WP/473, Dominican Republic expressed views for creating an integrated mechanism that could help industry, financial institutions and international organizations share information and best practices, and for encouraging partnerships and policies to help bring about a transition to sustainable aviation fuels (SAF), as well as for promoting concrete actions to give ICAO Member States access to financing and technology transfer.

17.8 In WP/434, India presented views that ICAO's LTAG had to be consistent with the global principles of carbon neutrality in working towards building commitment to a 'Global Net Zero as per individual States' national timeframe'. The State also highlighted that as part of LTAG, assistance mechanisms should be a priority, in providing developing countries with adequate technical, funding and capacity-building, so as to strengthen the efforts of developing countries to address international aviation and climate change. The State also expressed views that LTAG should not lead to non-tariff barriers on the growth of international routes.

17.9 In WP/431, Japan highlighted the importance of promoting energy conservation and renewable energy initiatives to decarbonize the airport sector, and expressed the view that future sessions of the ICAO Assembly could provide opportunities for the sharing of information on such airport decarbonization initiatives in each State.

17.10 In WP/489, Japan highlighted the need for decarbonization of international aviation to meet the temperature limit of the Paris Agreement and prevent irreversible climate change, and encouraged sharing of each State's best practices, including Japan's efforts, through ICAO's initiative such as the Assistance, Capacity-building and Training for SAF (ACT-SAF) programme with active participation of States in the programme.

17.11 In WP/568, New Zealand highlighted that decisions on climate action could not be delayed, and that States should strive for an LTAG that was ambitious, and underpinned by an equitable transition in line with ICAO's *No Country Left Behind* initiative.

17.12 In WP/173, Qatar expressed views for the ICAO Council and the third Conference on Aviation and Alternative Fuels (CAAF/3) to agree on a global roadmap for the use of CORSIA eligible fuels (sustainable aviation fuels (SAF) and lower carbon aviation fuel (LCAF)). The State also called on ICAO Member States to adopt various principles to support the use of CORSIA eligible fuels.

17.13 In WP/169, Russian Federation expressed views that the integrated LTAG scenarios did not seem realistic due to the currently considerable uncertainty about the feasibility of ramping up SAF production and SAF prices reduction to an acceptable level, and proposed to continue studying the feasibility of an LTAG, so as to develop more objective scenarios for a real reduction in volumes of CO<sub>2</sub> emissions in the international aviation sector, and to identify potential sources of funding for projected activities on a global level. In the direction of the real support for achieving the United Nations Sustainable Development Goals before 2030 on the global scale, Russian Federation also proposed for ICAO to establish an international distributed aviation service to combat naturally occurring fires and other natural disasters under the auspices of the United Nations.

17.14 In WP/172, Russian Federation, accounting that international cooperation has the potential to increase the efficiency of aerial firefighting many-fold through the joint coordinated action on the part of national aerial firefighting services, proposed to conduct a quantitative assessment of the possible contribution of an international distributed aerial firefighting service to a reduction of greenhouse gas emissions as one of the elements of an LTAG. Besides, Russian Federation proposed for ICAO to continue the work under the ICAO Flying Forest Fire Fighting (I4F) Dialogue with the objective of developing internationally agreed approaches to combining the capabilities of national aerial firefighting services under the aegis of ICAO, and to prepare a report to the 42nd Session of the ICAO Assembly with the result of a quantitative assessment of the contribution and extension of the ICAO I4F Dialogue. It was clarified that the I4F Dialogue held in November 2021 served as a platform for the exchange of best practices, initiatives, and strengthened possible international cooperation for aerial firefighting action. ICAO would engage through an informal multi-stakeholder group with other relevant organizations for facilitating possible international cooperation, while also identifying focal points across ICAO Member States.

17.15 In WP/471, Singapore co-sponsored by the Dominican Republic, Fiji, Kenya, New Zealand, Palau, Papua New Guinea, Samoa, South Africa and Thailand expressed views for an inclusive approach accommodating diverse circumstances, capabilities and needs of States in implementing emissions reduction measures as necessary to facilitate the collective global efforts towards an LTAG. The State also proposed for ICAO to develop a comprehensive, integrated and flexible Assistance, Capacity-building and Training for LTAG (ACT-LTAG) as a consolidated, global initiative, with a robust ACT-SAF programme, as well as a structured approach to State Action Plan development and needs assessment and provision, as well as facilitation of access to financing.

17.16 In WP/428, the United States co-sponsored by Dominican Republic expressed support for a collective LTAG of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal, recognizing that each States' special circumstances and respective capabilities will inform the ability of each State to contribute to the LTAG within its own national timeframe. The State also proposed to encourage Member States to increase collaboration to decarbonize international aviation, and requested the development of a finance initiative to support States in contributing to the achievement of an LTAG.

17.17 In WP/432, the United States expressed views on the importance of affirming the commitment and credibility of ICAO climate initiatives, in particular CORSIA, and called on the Assembly to recognize the role of CORSIA in enabling the deployment of SAF around the world, outlining the potential link between the CORSIA CO<sub>2</sub> Monitoring, Reporting and Verification (MRV) system and the need for the tracking/monitoring of the use of SAF.

17.18 In WP/438, 54 Member States of the African Civil Aviation Commission (AFCAC)<sup>1</sup> expressed views on exploring the availability of financial support and technology transfer, as well as the setup of a fund mechanism to support developing States, especially African States towards any agreed LTAG. The States also expressed views concerning the implementation of any agreed LTAG to not inhibit the growth of developing States, in particular the African aviation sector, as well as the need for harmonization of terminologies and definition of terms, consideration of special circumstances and respective capabilities of developing States, and the nature of an agreed LTAG to be fully respected under any national, regional or international legislation, or any other similar instruments.

17.19 In WP/486, Argentina and supported by two Latin American Civil Aviation Commission (LACAC) Member States: Costa Rica and Peru, presented the progress made by the Argentine Republic in environmental protection, in particular the analysis of measurements of CO<sub>2</sub> generated by airport ground access vehicles (GAV). The paper also proposed to continue building State capacities, especially in developing States, so that they can carry out their own airport CO<sub>2</sub> emissions measurements.

17.20 In WP/495 Revision No. 1, Canada, Japan, Kenya, Mexico, Norway, Republic of Korea, Rwanda, Switzerland, Türkiye, the United Kingdom, the United States and the European Union<sup>2</sup> (EU) and its Member States, and co-sponsored by Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, San Marino, Serbia and Ukraine, expressed support for ICAO States to work together to strive to achieve a collective LTAG for international aviation of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal, as well as for the importance of capacity-building and facilitating access to financing efforts to help all ICAO States achieve an ambitious LTAG for international aviation, including exploring possible mechanisms to support matching investors with investment needs.

17.21 In WP/474, Chile and supported by Costa Rica, Dominican Republic, Ecuador and Peru discussed the need for ICAO to support States in building skills and tools to implement operational measures to support an LTAG. The paper proposed to develop technological elements with relevant training requirements for analysing data collected on emissions reductions from operational measures, prioritise measures with the greatest environmental benefit, and support developing States in implementing them.

17.22 In WP/206, States of the Central American Corporation for Air Navigation Services (COCESNA) and the International Air Transport Association (IATA), supported by Argentina, Bolivia (Plurinational State of), Chile, Cuba, Dominican Republic, Panama, Paraguay and Uruguay, presented views for a comprehensive global framework of policies and recommended practices on SAF, with an intent for Member States to be able to develop a regulatory framework and implementation plan as a priority action in pursuit of LTAG environmental goals. The paper also proposed to source technical and economic resources to finance State plans and programmes, for effective technology transfer that will enable the transition to SAF.

17.23 In WP/435, Czechia on behalf of the EU and its Member States, the other Member States of the European Civil Aviation Conference<sup>3</sup> (ECAC), and EUROCONTROL expressed views on the

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<sup>1</sup> Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe.

<sup>2</sup> Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden.

<sup>3</sup> Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Türkiye, Ukraine and the United Kingdom.

importance of means of implementation and capacity building efforts in helping all ICAO States achieve an ambitious LTAG, including voluntary contributions to ICAO and support to the *No Country Left Behind* initiative. The paper also proposed a comprehensive climate finance initiative to support all States, in particular least developed countries, landlocked developing countries and small island developing States, to access private and public sector financing to support their effort to reduce CO<sub>2</sub> emissions and decarbonize aviation by 2050.

17.24 In WP/436, Czechia on behalf of the EU and its Member States, the other Member States of the ECAC, and EUROCONTROL expressed support for an ambitious LTAG of net-zero international aviation CO<sub>2</sub> emissions by 2050, in line with the temperature goals of the Paris Agreement, with waypoints for 2030 and 2040, and to launch a process towards establishing the means to monitor, report and verify the progress for the achievement of the LTAG, while noting its collective nature which does not attribute specific obligations or commitments to individual States. The paper also highlighted the major role of SAF in reducing CO<sub>2</sub> emissions, and for CAAF/3 to set a global framework for its deployment in a sustainable manner.

17.25 In WP/413, the International Coalition for Sustainable Aviation (ICSA) expressed support for a net-zero emissions goal, together with considerations of an interim milestone, new technologies, and out-of-sector measures. Regarding how an LTAG should not prevent States from taking national or regional action to deliver further ambition, it was clarified that the role of ICAO is for global harmonization. That role has allowed for discussions on an LTAG to be framed in order to take a global view, whilst taking into account different national and regional circumstances – not the other way round.

17.26 In WP/167, Revision No. 1, the International Coordinating Council of Aerospace Industries Associations (ICCAIA) proposed a comprehensive regulatory framework leveraging the LTAG technology roadmap, a review of existing SARPs, a consideration of interdependencies, and gap analysis to understand the adaptations necessary to enable new technologies and operational practices.

17.27 In WP/472, the International Partners for Aviation Development, Innovation and Sustainability (iPADIS) expressed views to accord greater priority to SAF development and deployment, harmonisation of SAF policies, and collaborations in sensitising governments and societies on the benefits of SAF. The paper also proposed for ICAO to strengthen collaborations to facilitate capacity building, access to financing and technology transfer to enable States to develop their SAF industry.

17.28 In WP/415, International Transport Workers' Federation expressed views on strengthening the global aviation industry's long-term sustainability and decarbonisation efforts, by making a 'just transition', 'fair transformation' and 'social sustainability' its integral concepts. Regarding the proposal on the recently-launched Just Transition Maritime Task Force and for ICAO to consider the establishment of a similar body for the global aviation industry, it was clarified that it may be duplicative to existing ICAO processes and platforms, such as the State Action Plans initiative and CAEP process, which already supports the sustainable development of aviation with the close involvement of relevant stakeholders.

17.29 In WP/210, the Airports Council International (ACI) co-sponsored by Singapore highlighted airports' efforts and challenges in decarbonization, and expressed views for supporting airports' work to develop and implement their net-zero roadmaps, and increased collaboration among relevant stakeholders and actions to facilitate the availability of renewable energy, finance and capacity building.

17.30 In WP/466, Revision No. 1, ACI, Civil Air Navigation Services Organisation (CANSO), IATA, International Business Aviation Council (IBAC) and ICCAIA, coordinated by Air Transport Action Group (ATAG), highlighted the sector's progress on climate action, and the industry long-term goal to

reach net-zero carbon emissions from global civil aviation by 2050. It expressed support for the adoption of a sector-wide ICAO LTAG in line with the Paris Agreement stretch goal of 1.5 °C with States taking action within their own capabilities, and with assistance from ICAO and other States in capacity building, technology transfer and financing. The paper also expressed views for the ICAO Council to develop a work programme to determine the means of implementation for an LTAG.

17.31 The Committee noted the following information papers: WP/280 by Brazil; WP/503 by China; WP/594 by New Zealand; WPs/509 and 510 by Saudi Arabia; WP/581 by Seychelles; WPs/515 and 516 by Czechia on behalf of the EU and its Member States, the other Member States of the ECAC, and EUROCONTROL; WP/514 by France and the Netherlands; WP/502 by ACI; WP/351 by CANSO; WP/475 by IATA; WP/440 by IBAC; WP/362 by ICSA; WP/439 by ICCAIA; WP/490 by the World Food Programme; WPs/476, 477 and 545 by ACI, CANSO, IATA, IBAC and ICCAIA, coordinated by ATAG; and WP/504 by the International Transport Forum Secretariat and Norway.

17.32 China presented orally certain amendments to the draft Resolution, requesting also to attach them to the report on this item. These amendments, which were not supported by a majority of States, are reflected below following the text of Resolution 17/1.

17.33 The Committee recognized that a number of working papers supported and requested actions for the global development and deployment of SAF and other cleaner sources of energy and technologies for aviation. In this regard, it requested States, industry, and organizations to engage in the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuel (ACT-SAF) programme.

17.34 Regarding the level of LTAG ambition, the Committee noted that requests for different levels of LTAG ambition were expressed in various working papers, with views ranging from an LTAG of net-zero international aviation emissions by 2050 with intermediate points, to views generally aligned with HLM-LTAG conclusions. An emphasis was placed on the need to respect Member States' circumstances and respective capabilities, which would inform each State's contributions to the achievement of LTAG within its own national timeframe, and a concern was also raised on the need for further feasibility studies on LTAG.

17.35 Regarding the means of implementation, including the need for financing and investments, some States requested the development of a finance initiative to support States in contributing to the achievement of an LTAG, with ICAO identifying and facilitating access to various funding options to match implementation needs of States. Other States expressed views that it was the obligation of developed States to provide financial assistance towards developing States, including through a funding mechanism to be managed by ICAO.

17.36 The Committee noted the draft Assembly Resolution text proposed by the ICAO Council in WP/369, specifically operative paragraphs 7 and 8, of an LTAG of net-zero carbon emissions by 2050, taking into account each States' special circumstances and respective capabilities, together with further elaboration and the recognition of how each State will contribute to the LTAG within its own national timeframe, but without attributing any specific obligation or commitments to individual States. The Committee also noted that operative paragraphs 17 and onward, on the means of implementation commensurate to the level of ambition, including financing, was a reflection of the HLM-LTAG conclusions, which represented a delicately-balanced compromise package with future actions to be taken by the ICAO Council.

17.37 In considering the revised Assembly Resolution A40-18, States expressed an overwhelming support to the draft Assembly Resolution text proposed in the Appendix to WP/369 without any further change, while the Committee noted concerns expressed by a few States.

17.38 The Committee agreed to recommend that the Assembly adopt the following Resolution:

**Resolution 17/1: Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change**

*Whereas* ICAO and its member States recognize the critical importance of providing continuous leadership to international civil aviation in limiting or reducing its emissions that contribute to global climate change;

*Reemphasizing* the vital role which international aviation plays in global economic and social development and the need to ensure that international aviation continues to develop in a sustainable manner;

*Acknowledging* that the work of the Organization on the environment contributes to 14 of the 17 United Nations Sustainable Development Goals (SDGs), including SDG 13 “*Take urgent action to combat climate change and its impacts*”;

*Whereas* a comprehensive assessment of aviation’s impact on the atmosphere is contained in the special report on *Aviation and the Global Atmosphere*, published in 1999, which was prepared at ICAO’s request by the Intergovernmental Panel on Climate Change (IPCC);

*Whereas* the IPCC special report recognized that the effects of some types of aircraft emissions are well understood, it revealed that the effects of others are not, and identified a number of key areas of scientific uncertainty that limit the ability to project aviation’s full impacts on climate and ozone; the Organization will update the information contained in the IPCC special report;

*Acknowledging* that international aviation emissions continue to account for less than 2 per cent of total global CO<sub>2</sub> emissions, and they are projected to increase as a result of the continued growth of air transport, unless action for emissions reduction is taken;

*Whereas* the ultimate objective of the United Nations Framework Convention on Climate Change (UNFCCC) is to achieve stabilization of greenhouse gas (GHG) concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system;

*Whereas* the Kyoto Protocol, which was adopted by the Conference of the Parties to the UNFCCC in December 1997 and entered into force on 16 February 2005, calls for developed countries (Annex I Parties) to pursue limitation or reduction of greenhouse gases from “aviation bunker fuels” (international aviation) working through ICAO (Article 2.2);

*Whereas* the Paris Agreement, which was adopted by the Conference of the Parties to the UNFCCC in December 2015, enhances the implementation of the UNFCCC including its objective, and aims to strengthen the global response to the threat of climate change, in the context of sustainable development and efforts to eradicate poverty, including by holding the increase in the global average temperature to well below 2 °C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5 °C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change;

*Whereas* the Glasgow Climate Pact, which was adopted by the Conference of the Parties to the UNFCCC in November 2021, reaffirms the long-term global goal to hold the increase in the global average temperature to well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5 °C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change, and the Glasgow Climate Pact also recognizes that the impacts of climate change

will be much lower at the temperature increase of 1.5 °C compared with 2 °C and resolves to pursue efforts to limit the temperature increase to 1.5 °C;

*Recognizing* the global aspirational goals for the international aviation sector of improving fuel efficiency by 2 per cent per annum and keeping the net carbon emissions from 2020 at the same level, as adopted by the ICAO Assembly at its 37th Session in 2010 and reaffirmed at its 38th, 39th and 40th Sessions in 2013, 2016 and 2019, respectively;

*Acknowledging* the substantial ICAO work undertaken to explore the feasibility of a long-term global aspirational goal (LTAG) for international aviation in light of the 2 °C and 1.5 °C temperature goals of the Paris Agreement;

*Recognizing* the information-sharing and consultative process on the feasibility of a LTAG for international aviation, including the ICAO stocktaking on aviation in-sector CO<sub>2</sub> emissions reduction, and the convening of ICAO Global Aviation Dialogues (GLADs) and High-level Meeting, since the 40th Session of the ICAO Assembly;

*Recognizing* that the ICAO *Report on the Feasibility of a Long-Term Aspirational Goal for International Civil Aviation CO<sub>2</sub> Emission Reductions*, which assessed the technical feasibility of various aviation in-sector CO<sub>2</sub> emissions reduction scenarios, serves as the basis for the consideration of the LTAG;

*Recognizing* that the global aspirational goals for the international aviation sector of improving fuel efficiency by 2 per cent per annum and keeping the net carbon emissions from 2020 at the same level do not deliver the level of reduction necessary to reduce aviation's absolute emissions contribution to climate change, and that goals of more ambition are needed to deliver a sustainable path for aviation;

*Affirming* that addressing GHG emissions from international aviation requires the active engagement and cooperation of States and the industry, and *noting* the collective commitments announced by Airports Council International (ACI), Civil Air Navigation Services Organisation (CANSO), International Air Transport Association (IATA), International Business Aviation Council (IBAC) and International Coordinating Council of Aerospace Industries Associations (ICCAIA) on behalf of the international air transport industry, to continuously improve CO<sub>2</sub> efficiency by an average of 1.5 per cent per annum from 2009 until 2020, to achieve carbon neutral growth from 2020 and to achieve a long-term goal of net-zero carbon emissions by 2050;

*Recalling* the UNFCCC and the Paris Agreement and *acknowledging* its principle of common but differentiated responsibilities and respective capabilities, in light of different national circumstances;

*Also acknowledging* the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention;

*Recognizing* that this Resolution does not set a precedent for or prejudice the outcome of negotiations under the UNFCCC or the Paris Agreement, nor represent the position of the Parties to those agreements;

*Noting* that, to promote sustainable growth of international aviation and to achieve its global aspirational goals, a comprehensive approach, consisting of a basket of measures including technology, sustainable aviation fuels, operational improvements and market-based measures to reduce emissions and possible evolution of Standards and Recommended Practices (SARPs), is necessary;

*Acknowledging* the significant technological progress made in the aviation sector, with aircraft produced today being about 80 per cent more fuel efficient per passenger kilometre than in the 1960's, *while*

*observing* an unprecedented level of emerging new technologies and innovations towards green aviation transition;

*Acknowledging* the adoption of the CO<sub>2</sub> emissions certification Standard for aeroplanes by the Council in March 2017, and the need to keep this Standard up to date based on the latest aircraft efficiency technology improvements;

*Acknowledging* the need for the timely update and development of relevant ICAO environmental SARPs and guidance for new advanced aircraft technologies, as appropriate;

*Recognizing* the work being undertaken to consider the environmental aspects of aircraft end-of-life such as through aircraft recycling;

*Recognizing* that air traffic management (ATM) measures under the ICAO's Global Air Navigation Plan contribute to enhanced operational efficiency and the reduction of aircraft CO<sub>2</sub> emissions;

*Welcoming* the assessment of the environmental benefits of the Aviation System Block Upgrades (ASBUs) completed for Block 0 and Block 1, and the results of the global horizontal and vertical flight efficiency analysis;

*Welcoming* the convening of the ICAO Seminars on Green Airports in November 2017, May 2019 and November 2021, and *recognizing* the important role of airports in the distribution of new innovative sources of energy to air transport;

*Noting* that the first Conference on Aviation and Alternative Fuels in November 2009 (CAAF/1) endorsed the use of sustainable aviation fuels, particularly the use of drop-in fuels in the short to mid-term, as an important means of reducing aviation emissions;

*Also noting* that the CAAF/1 established an ICAO Global Framework for Aviation Alternative Fuels (GFAAF) through which progress has been registered, including the increasing number of fuel conversions processes, and airports distributing such fuels for more commercial flights;

*Further noting* that the second Conference on Aviation and Alternative Fuels in October 2017 (CAAF/2) adopted recommendations and approved a declaration, including the 2050 ICAO Vision for Sustainable Aviation Fuels, as a living inspirational path for a significant proportion of aviation fuels to be substituted with sustainable aviation fuels by 2050, and the need to update the 2050 ICAO Vision to include a quantified proportion of such fuels to be used by 2050;

*Recognizing* that the technological feasibility of drop-in sustainable aviation fuels is proven and such fuels are expected to have the largest impact on aviation CO<sub>2</sub> emissions reduction by 2050 and continue to have a large impact beyond 2050, and that the introduction of appropriate policies and incentives to create a long-term market perspective is required;

*Recognizing* the continuing developments in drop-in fuels such as Sustainable Aviation Fuel (SAF) and Lower Carbon Aviation Fuel (LCAF) to reduce aviation CO<sub>2</sub> emissions, and *welcoming* the development of new fuels and cleaner energy sources for aviation, including the use of hydrogen and renewable electricity;

*Acknowledging* the need for such fuels to be developed and deployed in an economically feasible, socially and environmentally acceptable manner and the progress achieved in the harmonization of the approaches to sustainability;

*Recognizing* that sustainability criteria, sustainability certification, and the assessment of life cycle emissions of such fuels are developed and updated as part of work for the implementation of Carbon Offsetting and Reduction Scheme for International Aviation (CORSA);

*Acknowledging* the need to explore and facilitate the civil aviation sector's access to renewable energy including through its cooperation with the Sustainable Energy for All (SE4ALL) initiative, as part of the Organization's contribution to SDG 7 "Ensure access to affordable, reliable, sustainable and modern energy for all";

*Recalling* that Assembly Resolution A37-19 requested the Council, with the support of member States, to undertake work to develop a framework for market-based measures (MBMs) in international aviation, including further elaboration of the guiding principles listed in the Annex to A37-19, and that the guiding principles were elaborated as listed in the Annex to Assembly Resolutions A38-18, A39-2 and A40-18, which are reproduced in the Annex to this Resolution;

*Noting* that a substantial strategy for capacity building and other technical and financial assistance was undertaken by the Organization, in line with the *No Country Left Behind* (NCLB) initiative, to assist the preparation and submission of States' action plans, including the holding of regional seminars, the development and update of ICAO Doc 9988, *Guidance on the development of States' Action Plans on CO<sub>2</sub> Emissions Reduction Activities*, an interactive web-interface, the ICAO Fuel Savings Estimation Tool (IFSET), the ICAO Environmental Benefits Tool (EBT) and a Marginal Abatement Cost (MAC) curve tool;

*Welcoming* that, as of July 2022, 133 member States that represent more than 98 per cent of global international air traffic voluntarily prepared and submitted action plans to ICAO;

*Recognizing* the need to further develop and update State Action Plans, including the quantification of CO<sub>2</sub> emissions reduction benefits with practical tools, for sustainable aviation and infrastructure with the focus on environment-driven innovations;

*Recognizing* the different circumstances among States in their capacity to respond to the challenges associated with climate change and the need to provide necessary support, in particular to developing countries and States having particular needs;

*Affirming* that specific measures to assist developing States as well as to facilitate access to financial support, technology transfer and capacity building should be initiated as soon as possible;

*Recognizing* the assistance provided by ICAO in partnership with other organizations to facilitate Member States' action to reduce aviation emissions, as well as continuous search for potential assistance partnerships with other organizations;

*Welcoming* the launch of the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuel (ACT-SAF) Programme to support the development and deployment of SAF, including the establishment of partnerships among States and relevant stakeholders, in line with the *No Country Left Behind* (NCLB) initiative;

*Recognizing* that, according to the latest reports from the IPCC, progress in climate change adaptation planning and implementation has been observed across all sectors and regions, but it is still being unevenly distributed with several adaptation gaps observed, including potential vulnerabilities of key transport infrastructures such as international aviation systems and infrastructures, meaning that their design standards should give due consideration to account for projected climate impacts and risks;

*Recognizing* the need for enabling conditions for the implementation of long-term climate change adaptation measures, especially for vulnerable parts of the aviation system and infrastructure, which would enhance the preparedness level of the international aviation sector for projected extreme and disruptive climate-related events;

*Recognizing* the importance of work being undertaken to identify the potential impacts of climate change on international aviation operations and related infrastructure, together with identified options of adaptation measures; and

*Recognizing* the progress made by ICAO in its implementation of the Climate Neutral UN initiative and the significant support provided by ICAO to the initiative, in particular through the development of the ICAO Carbon Emissions Calculator, to support the assessment of emissions from passengers travelling by air and welcoming its expansion to add air cargo emissions;

*The Assembly:*

1. *Resolves* that this Resolution, together with Resolution A41-20: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality* and Resolution A41-22: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)*, supersede Resolutions A40-17, A40-18 and A40-19 and constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection;

2. *Requests* the Council to:

- a) ensure that ICAO exercise continuous leadership on environmental issues relating to international civil aviation, including GHG emissions;
- b) continue to study policy options to limit or reduce the environmental impact of aircraft engine emissions and to develop concrete proposals as needed, encompassing technical solutions and market-based measures, and taking into account potential implications of such measures for developing as well as developed countries; and
- c) continue to cooperate with organizations involved in policy-making in this field, notably with the Conference of the Parties to the UNFCCC;

3. *Reiterates* that:

- a) ICAO should continue to take initiatives to promote information on scientific understanding of aviation's impact and action undertaken to address aviation emissions and continue to provide the forum to facilitate discussions on solutions to address aviation emissions; and
- b) emphasis should be on those policy options that will reduce aircraft engine emissions without negatively impacting the growth of air transport especially in developing economies;

4. *Resolves* that States and relevant organizations will work through ICAO to achieve a global annual average fuel efficiency improvement of 2 per cent until 2020 and an aspirational global fuel efficiency improvement rate of 2 per cent per annum from 2021 to 2050, calculated on the basis of volume of fuel used per revenue tonne kilometre performed;

5. *Agrees* that the goals mentioned in paragraph 4 above would not attribute specific obligations to

individual States, and the different circumstances, respective capabilities and contribution of developing and developed States to the concentration of aviation GHG emissions in the atmosphere will determine how each State may voluntarily contribute to achieving the global aspirational goals;

6. *Also resolves* that, without any attribution of specific obligations to individual States, ICAO and its Member States with relevant organizations will work together to strive to achieve a collective medium-term global aspirational goal of keeping the global net carbon emissions from international aviation from 2020 at the same level, taking into account: the special circumstances and respective capabilities of States, in particular developing countries; the maturity of aviation markets; the sustainable growth of the international aviation industry; and that emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed, while also recognizing the long-term global aspirational goal in paragraph 7 below;

7. *Further resolves* that, in addition to the medium-term global aspirational goal in paragraph 6 above, ICAO and its Member States are encouraged to work together to strive to achieve a collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal, recognizing that each State's special circumstances and respective capabilities (e.g., the level of development, maturity of aviation markets, sustainable growth of its international aviation, just transition, and national priorities of air transport development) will inform the ability of each State to contribute to the LTAG within its own national timeframe;

8. *While recognizing* that the LTAG is a collective global aspirational goal, and it does not attribute specific obligations or commitments in the form of emissions reduction goals to individual States, *urges* each State to contribute to achieving the goal in a socially, economically and environmentally sustainable manner and in accordance with national circumstances;

9. *Requests* the Council to regularly monitor progress on the implementation of all elements of the basket of measures towards the achievement of the LTAG, including through: the ICAO environment stocktaking process; the review of the ICAO Vision for SAF; further assessment of the CO<sub>2</sub> emissions reduction and cost impacts of a changing climate on international aviation, regions and countries, in particular developing countries, and the impact on the development of the sector, as well as the cost impacts of the efforts to achieve the LTAG; monitoring of information from State Action Plans for international aviation CO<sub>2</sub> emissions reduction; and means of implementation. To this purpose, the Council will consider necessary methodologies for the monitoring of progress, and report to a future Session of the ICAO Assembly;

10. *Further encourages* all States to submit and update voluntary action plans to ICAO to reduce CO<sub>2</sub> emissions from international aviation, outlining respective policies, actions and roadmaps, including long-term projections;

11. *Invites* those States that choose to prepare or update action plans to submit them to ICAO as soon as possible preferably by the end of June 2024 and once every three years thereafter, in order that ICAO can continue to compile the quantified information in relation to achieving the global aspirational goals, and the action plans should include information on the basket of measures considered by States, reflecting respective national capacities and circumstances, quantified information on the expected environmental benefits from the implementation of the measures chosen from the basket, and information on any specific assistance needs for the implementation of the measures;

12. *Encourages* States that have already submitted action plans to share information contained in action plans and build partnerships with other Member States in order to support those States that have not prepared action plans, and to make the submitted action plans available to the public, taking into account

the commercial sensitivity of information contained in States' action plans;

13. *Requests* the Council to facilitate the dissemination of economic and technical studies and best practices related to aspirational goals and to continue to provide guidance and other technical assistance for the preparation and update of States' action plans prior to the end of June 2024, including through cooperation and assistance on identifying possible sources of financing for decarbonization of aviation in cooperation with financial and other relevant organizations, in order for States to conduct necessary studies and to voluntarily submit action plans to ICAO;

14. *Requests* the Council to maintain and enhance appropriate standard, methodologies and a mechanism to measure/estimate, monitor and verify global GHG emissions from international aviation, and States support the work of ICAO on measuring progress through the reporting of annual data on traffic, fuel consumption and CO<sub>2</sub> emissions;

15. *Requests* the Council to request States to continue to support the efforts of ICAO on enhancing the reliability of measuring/estimating global GHG emissions from international aviation, and to regularly report CO<sub>2</sub> emissions from international aviation to the UNFCCC, as part of its contribution to assessing progress made in the implementation actions in the sector based on information approved by its Member States;

16. *While recognizing* that no effort should be spared to obtain means to support the reduction and stabilization of CO<sub>2</sub> emissions from all sources, urges that ICAO and its Member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner;

17. *Recognizes* that means of implementation commensurate to the level of ambition, including financing, will promote the achievement of the LTAG. It requires substantial investments for States, according to their national circumstances, and that various possible modalities and/or funding mechanisms could be used by ICAO to facilitate financing and investment support for implementation of specific aviation CO<sub>2</sub> emissions reduction measures;

17 bis. *Requests* the Council to:

- a) initiate specific measures or mechanisms so as to facilitate, in particular for developing countries and States having particular needs, better access to private investment capacities, as well as funding from financial institutions, such as development banks, for projects contributing to the decarbonisation of international aviation, as well as encourage new and additional funding to this purpose;
- b) further consider the establishment of a climate finance initiative or funding mechanism under ICAO, while addressing the possible financial, institutional and legal challenges, and report to the 42nd Session of the ICAO Assembly;
- c) sub-paragraphs a) and b) above will be complementary to a robust assistance and cooperation programme dedicated to LTAG in order to share information on best practices and provide guidance, capacity building, and other technical assistance. Welcoming the establishment of the ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme, it should be extended to add support to the implementation of other emissions reduction measures in an ICAO ACT-LTAG programme (e.g., aircraft technologies, operational improvements, infrastructural changes, LCAF and other cleaner energy sources for aviation)

- d) promote the voluntary transfer of technology, in particular for developing countries and States having particular needs, to enable them to adapt to cutting-edge technology and to enhance their contribution to achieve the LTAG; and
- e) in line with the *No Country Left Behind* initiative, urge ICAO Member States to make regular and substantial contributions to the ICAO Environment Fund, to address specific ICAO activities on the LTAG, including the ACT-SAF programme, aiming at assisting developing States and States having particular needs. States are also encouraged to develop specific projects under the ICAO Technical Cooperation Programme.

18. *Requests* States to promote scientific research aimed at continuing to address the uncertainties identified in the IPCC special report on Aviation and the Global Atmosphere and in the Assessment reports, and ensure that future assessments undertaken by IPCC and other relevant United Nations bodies include updated information, if any, on aircraft-induced effects on the atmosphere;

19. *Requests* the Council to:

- a) continue to develop and keep up-to-date the guidance for Member States on the application of policies and measures aimed at reducing or limiting the environmental impact of emissions from international aviation, and conduct further studies with respect to mitigating the impact of international aviation on climate change and to adapting international aviation systems and infrastructure to climate change impacts and risks;
- b) encourage States to cooperate in the development of predictive analytical models for the assessment of aviation impacts;
- c) continue evaluating the costs and benefits of the various measures, including existing measures, with the goal of addressing aircraft engine emissions in the most cost-effective manner, taking into account the interests of all parties concerned, including potential impacts on the developing world; and
- d) assist Member States with studies, evaluations and development of procedures, in collaboration with other States in the region, to limit or reduce GHG emissions on a global basis and work together collaboratively to optimize the environmental benefits that can be achieved through various programmes;

19 bis. *Invites* the Council and Member States to work together with relevant organizations to strive to achieve the maximum possible level of progress on the implementation of aviation in-sector CO<sub>2</sub> emissions reduction measures (e.g. technology, operations and fuels), recognizing that the largest potential impact on aviation CO<sub>2</sub> emissions reduction will come from fuel-related measures;

19 ter. *Encourages* the Council and Member States to keep abreast of innovative aircraft technologies, new types of operations conducive to emissions reductions, and Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other cleaner energy sources in line with the *No Country Left Behind* initiative, in order to enable timely certification, as well as timely update and development of relevant ICAO SARPs and guidance, as appropriate. ICAO and its Member States are urged to continue work on the elements of the basket of measures for the achievement of the LTAG, including paragraphs 20 to 25 below;

20. *Requests States to:*
- a) consider policies to encourage the introduction of increasingly fuel efficient aircraft into the market and facilitate cost-effective fleet renewal by manufacturers and aircraft operators, and work together through ICAO to exchange information and develop guidance for best practices on aircraft end-of-life such as through aircraft recycling; and
  - b) incentivise and accelerate investments on research and development of new aircraft with zero CO<sub>2</sub> emissions;
21. *Requests the Council to:*
- a) update the CO<sub>2</sub> emissions certification Standard for aeroplanes, as appropriate, based on the latest aircraft efficiency technology improvements;
  - b) timely update and develop relevant ICAO environmental Standards and Recommended Practices (SARPs) and guidance for new advanced aircraft technologies, as appropriate; and
  - c) update medium- and long-term technological goals for aircraft fuel burn;
22. *Requests States to:*
- a) work together with manufacturers, Air Navigation Service Providers (ANSPs), aircraft operators and airport operators to accelerate the development and implementation of fuel efficient routings and air navigation procedures and ground operations to reduce aviation emissions, and work with ICAO to bring the environmental benefits to all regions and States, taking into account the Aviation System Block Upgrades (ASBUs);
  - b) reduce legal, security, economic and other institutional barriers to enable implementation of the new air traffic management operating concepts for the environmentally efficient use of airspace;
  - c) work together through ICAO to exchange information and best practices on Green Airports, including practices related to airport planning, development, operations and maintenance; and
  - d) consider undertaking climate risk assessment to foster the inclusion of climate change adaptation measures into national climate policies and planning processes, with respect to international aviation systems and infrastructures, as appropriate;
23. *Requests the Council to:*
- a) maintain and update guidance on operational measures to reduce international aviation emissions, and place emphasis on increasing fuel efficiency in all aspects of the ICAO's Global Air Navigation Plan (GANP); encourage States and stakeholders to develop air traffic management that optimizes environmental benefits;
  - b) continue to develop and update the necessary tools and guidance to assess the benefits associated with air traffic management improvements, and assess the environmental benefits associated with the implementation of the Aviation System Block Upgrades (ASBUs);
  - c) continue to provide the forum to exchange information on best practices for Green Airports,

covering such subjects as smart buildings, renewable energy, green mobility, climate change adaptation and resilient development, community engagement and sustainability reporting, aiming at sharing lessons learned and best practices amongst airports;

- d) publish and maintain guidance material on the implementation of environmentally sustainable practices at airports, including the Eco-Airport Toolkit e-collection; and
- e) encourage States to pursue a climate resilient development of their aviation systems and infrastructures, with a focus on the development of policies that integrate climate mitigation and adaptation actions to advance the sustainable aviation development;

24. *Requests* States to:

- a) set a coordinated approach in national administrations for policy actions and investment to accelerate the appropriate research, development, deployment and use of cleaner and renewable energy sources for aviation, including the use of Sustainable Aviation Fuel (SAF) and Lower Carbon Aviation Fuel (LCAF), in accordance with their national circumstances;
- b) consider the use of incentives to encourage the deployment of cleaner and renewable energies sources for aviation, including SAF and LCAF;
- c) work with relevant stakeholders to accelerate the fuel research, certification and development as well as processing technology and feedstock production, and the certification of new aircraft and engines to allow the use of 100% SAF, in order to decrease costs and support scale-up of sustainable fuel production pathways up to commercial scale, especially through encouraging and promoting SAF and/or LCAF purchase agreements as well as supporting timely delivery of any necessary changes to airport and energy supply infrastructure, taking into account the sustainable development of States;
- d) recognize existing approaches to assess the sustainability of all fuels in general, including those for use in aviation which should achieve net GHG emissions reduction on a life cycle basis, contribute to local social and economic development; competition with food and water should be avoided; and
- e) adopt measures to ensure the sustainability of aviation fuels, building on existing approaches or combination of approaches, and monitor their production at a national level;

25. *Requests* the Council to:

- a) encourage Member States and invite industry, financial institutions and other international organizations to actively participate in exchange of information and best practices, and facilitate the establishment of partnerships and the definition of policies that will further promote the transition to cleaner, renewable sources of energy for aviation, including SAF and LCAF, through regional seminars;
- b) continue to maintain the ICAO Global Framework for Aviation Alternative Fuels (GFAAF);
- c) continue to give a global view of the future use of SAF and LCAF and to account for changes in life cycle GHG emissions in order to assess progress toward achieving global aspirational goals;

- d) work with financial institutions to facilitate access to financing infrastructure development projects dedicated to SAF and LCAF and incentives to overcome initial market hurdles;
- e) cooperate with other relevant international initiatives, including the Sustainable Energy for All (SE4ALL) initiative, to facilitate the aviation's access to renewable energy; and
- f) continue to assess progress on the development and deployment of SAF, LCAF and other cleaner energy sources for aviation as part of the ICAO stocktaking process, and convene the CAAF/3 in 2023 for reviewing the 2050 ICAO Vision for SAF, including LCAF and other cleaner energy sources for aviation, in order to define a global framework in line with the *No Country Left Behind* (NCLB) initiative and taking into account national circumstances and capabilities;

26. *Requests* the Council to identify the potential impacts of climate change on international aviation operations and related infrastructure, identify adaptation measures to address the potential climate change impacts, and maintain and enhance guidance on climate change risk assessment and adaptation measures for international aviation, in cooperation with other relevant international organizations and the industry; and

27. *Requests* the Council to continue to cooperate with the Climate Neutral UN initiative, remain at the forefront of developing methods and tools for quantifying aviation's GHG emissions with respect to the initiative, including the ICAO Carbon Emissions Calculator that also incorporates cargo emissions, and further develop and implement the strategy for reducing GHG emissions and enhancing in-house sustainability management practices of the Organization.

### Annex

The guiding principles for the design and implementation of market-based measures (MBMs) for international aviation:

- a) MBMs should support sustainable development of the international aviation sector;
- b) MBMs should support the mitigation of GHG emissions from international aviation;
- c) MBMs should contribute towards achieving global aspirational goals;
- d) MBMs should be transparent and administratively simple;
- e) MBMs should be cost-effective;
- f) MBMs should not be duplicative and international aviation CO<sub>2</sub> emissions should be accounted for only once;
- g) MBMs should minimize carbon leakage and market distortions;
- h) MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;
- i) MBMs should recognize past and future achievements and investments in aviation fuel efficiency and in other measures to reduce aviation emissions;

- j) MBMs should not impose inappropriate economic burden on international aviation;
- k) MBMs should facilitate appropriate access to all carbon markets;
- l) MBMs should be assessed in relation to various measures on the basis of performance measured in terms of CO<sub>2</sub> emissions reductions or avoidance, where appropriate;
- m) MBMs should include de minimis provisions;
- n) where revenues are generated from MBMs, it is strongly recommended that they should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions, including mitigation and adaptation, as well as assistance to and support for developing States;
- o) where emissions reductions are achieved through MBMs, they should be identified in States' emissions reporting; and
- p) MBMs should take into account the principle of common but differentiated responsibilities and respective capabilities, the special circumstances and respective capabilities, and the principle of non-discrimination and equal and fair opportunities.

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**Amendment to the Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change presented by the ICAO Council**

**(Presented by China)<sup>1</sup>**

*Whereas* ICAO and its member States recognize the critical importance of providing continuous leadership to international civil aviation in limiting or reducing its emissions that contribute to global climate change;

*Reemphasizing* the vital role which international aviation plays in global economic and social development and the need to ensure that international aviation continues to develop in a sustainable manner;

*Acknowledging* that the work of the Organization on the environment contributes to 14 of the 17 United Nations Sustainable Development Goals (SDGs), including SDG 13 “*Take urgent action to combat climate change and its impacts*”;

*Whereas* a comprehensive assessment of aviation’s impact on the atmosphere is contained in the special report on *Aviation and the Global Atmosphere*, published in 1999, which was prepared at ICAO’s request by the Intergovernmental Panel on Climate Change (IPCC);

*Whereas* the IPCC special report recognized that the effects of some types of aircraft emissions are well understood, it revealed that the effects of others are not, and identified a number of key areas of scientific uncertainty that limit the ability to project aviation’s full impacts on climate and ozone; the Organization will update the information contained in the IPCC special report;

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<sup>1</sup> N.B.: The following text reflects the amendments proposed orally by the Delegation of the People’s Republic of China to the proposed draft Resolution 17/1 (paragraph 17.32, refers), and which were originally appended to the final report of the Executive Committee to the Plenary (A41-WP/658 P/54).

*Acknowledging* that international aviation emissions, continue to account for less than 2 per cent of total global CO<sub>2</sub> emissions, and they are projected to increase as a result of the continued growth of air transport mainly in developing countries to meet their social and development needs, unless collaborative actions among States as well as other stakeholders to address international aviation and climate change are taken;

*Whereas* the ultimate objective of the United Nations Framework Convention on Climate Change (UNFCCC) is to achieve stabilization of greenhouse gas (GHG) concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system;

*Whereas* the Kyoto Protocol, which was adopted by the Conference of the Parties to the UNFCCC in December 1997 and entered into force on 16 February 2005, calls for developed countries (Annex I Parties) to pursue limitation or reduction of greenhouse gases from “aviation bunker fuels” (international aviation) working through ICAO (Article 2.2);

*Whereas* the Paris Agreement, which was adopted by the Conference of the Parties to the UNFCCC in December 2015, enhances the implementation of the UNFCCC including its objective, and aims to strengthen the global response to the threat of climate change, in the context of sustainable development and efforts to eradicate poverty, including by holding the increase in the global average temperature to well below 2 °C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5 °C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change;

*Whereas* the Glasgow Climate Pact, which was adopted by the Conference of the Parties to the UNFCCC in November 2021, reaffirms the long-term global goal to hold the increase in the global average temperature to well below 2 °C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5 °C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change, and the Glasgow Climate Pact also recognizes that the impacts of climate change will be much lower at the temperature increase of 1.5 °C compared with 2 °C and resolves to pursue efforts to limit the temperature increase to 1.5 °C;

*Recognizing* the extent to which developing countries will effectively implement their mitigation efforts will depend on the effective implementation by developed countries of their commitments under UNFCCC with its Tokyo Protocol and Paris Agreement related to financial resources and transfer of technology and will take full into account that economic and social development and poverty eradication are the first and overriding priorities of the developing countries.

*Recognizing* the want of feasibility studies on global aspirational goals for the international aviation sector of improving fuel efficiency by 2 per cent per annum and keeping the net carbon emissions from 2020 at the same level, as adopted by the ICAO Assembly at its 37th Session in 2010 and reaffirmed at its 38th, and 39<sup>th</sup> and 40<sup>th</sup> Sessions in 2013, 2016 and 2019, respectively;

*Acknowledging* ICAO work undertaken to explore the feasibility of a long-term global aspiration goal (LTAG) for international aviation in light of the 2°C and 1.5°C temperature goals of the Paris Agreement;

*Recognizing* ~~Recognizing~~ *Welcoming* the information-sharing and consultative process on the feasibility of a LTAG for international aviation, including the ICAO stocktaking on aviation in-sector CO<sub>2</sub> emissions reduction, and the convening of ICAO Global Aviation Dialogues (GLADs) and High-level Meeting, since the 40th Session of the ICAO Assembly;

*Recognizing* that the ICAO Report on the Feasibility of a Long-Term Aspirational Goal for International Civil Aviation CO<sub>2</sub> Emission Reductions, which assessed the feasibility of possible aviation in-sector CO<sub>2</sub> emissions reduction scenarios, serves as a preliminary basis for the consideration of an LTAG;

*Also recognizing* that the ICAO Report on the Feasibility of a Long-Term Aspirational Goal for International Civil Aviation CO<sub>2</sub> Emission Reductions, which could have completed the mandate of the CAEP LTAG-TG, has acknowledged its absence of conducting detailed studies on the impact on growth as well as costs in developing countries, which is requested by the last session of the Assembly;

*Recognizing* ~~Observing~~ that the global aspirational goals for the international aviation sector of improving fuel efficiency by 2 per cent per annum and keeping the net carbon emissions from 2020 at the same level do not deliver the level of reduction necessary to stabilize and then reduce aviation's absolute emissions contribution to climate change, and that goals of more ambition are needed to deliver a sustainable path for aviation;

*Recognizing* that any global aspirational goals for international aviation cannot be achieved unless developed countries shall comply with their international obligations through undertaking a significantly "net-minus" emissions for their aviation much earlier than 2050 to vacate carbon space for developing countries to grow and providing new and additional financial resources, including for the transfer of technology, needed by the developing countries to enhance their contributions to the goals;

*Affirming* that addressing GHG emissions from international aviation requires the active engagement and cooperation of States and the industry, and *noting* the collective commitments announced by Airports Council International (ACI), Civil Air Navigation Services Organisation (CANSO), International Air Transport Association (IATA), International Business Aviation Council (IBAC) and International Coordinating Council of Aerospace Industries Associations (ICCAIA) [~~on behalf of the international air transport industry~~], to continuously improve CO<sub>2</sub> efficiency by an average of 1.5 per cent per annum from 2009 until 2020, to achieve carbon neutral growth from 2020 and to emissions by 50 per cent by 2050 compared to 2005 levels achieve a long-term goal of net-zero carbon emission by 2050;

*Recalling* the UNFCCC and the Paris Agreement and *acknowledging* its principle of equity, common but differentiated responsibilities and respective capabilities, in light of different national circumstances;

*Also acknowledging* the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention;

*Recognizing* that this Resolution does not set a precedent for or prejudice the outcome of negotiations under the UNFCCC or the Paris Agreement, ~~nor represent the position of the Parties to those agreements~~;

*Noting* that, to promote sustainable growth of international aviation and to achieve its global aspirational goals, a comprehensive approach, consisting of a basket of measures including technology, sustainable aviation fuels, operational improvements and market-based measures to reduce emissions and possible evolution of recommended standards and guidance, is necessary;

*Acknowledging* the significant technological progress made in the aviation sector, with aircraft produced today being about 80 per cent more fuel efficient per passenger kilometre than in the 1960's, while observing an unprecedented level of emerging new technologies and innovations towards green aviation transition;

*Welcoming* the adoption of the CO<sub>2</sub> emissions certification Standard for aeroplanes by the Council in March 2017, and the need to keep this Standard up to date based on the latest aircraft efficiency technology improvements;

*Acknowledging* the need for the timely update and development of relevant ICAO environmental SARPs and guidance for new advanced aircraft technologies, as appropriate;

*Recognizing* the work being undertaken to consider the environmental aspects of aircraft end-of-life such as through aircraft recycling;

*Recognizing* that air traffic management (ATM) measures under the ICAO's Global Air Navigation Plan contribute to enhanced operational efficiency and the reduction of aircraft CO<sub>2</sub> emissions;

*Welcoming* the assessment of the environmental benefits of the Aviation System Block Upgrades (ASBUs) completed for Block 0 and Block 1, and the results of the first global horizontal and vertical flight efficiency analysis;

*Welcoming* the convening of the ICAO Seminars on Green Airports in November 2017, May 2019 and November 2021, and recognizing the important role of airports in the distribution of innovative sources of energy to air transport;

*Noting* that the first Conference on Aviation and Alternative Fuels in November 2009 (CAAF/1) endorsed the use of sustainable aviation fuels, particularly the use of drop-in fuels in the short to mid-term, as an important means of reducing aviation emissions;

*Also noting* that the CAAF/1 established an ICAO Global Framework for Aviation Alternative Fuels (GFAAF) through which progress has been registered, fuel conversions processes, including the increasing number of fuel conversions process, and airports distributing such fuels for more commercial flights

*Further noting* that the second Conference on Aviation and Alternative Fuels in October 2017 (CAAF/2) adopted recommendations and approved a declaration, including the 2050 ICAO Vision for Sustainable Aviation Fuels, as a living inspirational path for a significant proportion of aviation fuels to be substituted with sustainable aviation fuels by 2050, ~~and the need to update the 2050 ICAO Vision to include a quantified proportion of such fuels to be used by 2050;~~

*Recognizing* that the technological feasibility of drop-in sustainable aviation fuels is proven and such fuels are expected to have the largest impact on aviation CO<sub>2</sub> emissions reduction ~~by 2050 and continue to have a large impact beyond 2050~~, and that the introduction of appropriate policies and incentives to create a long-term market perspective is required

*Recognizing* the continuing developments in drop-in fuels such as Sustainable Aviation Fuel (SAF) and Lower Carbon Aviation Fuel (LCAF) to reduce aviation CO<sub>2</sub> emissions, and *welcoming* the development of new fuels and cleaner energy sources for aviation, including the use of hydrogen and renewable electricity;

*Also recognizing* the significant imbalance between developed and developing countries in the R&D and deployment of new fuels and cleaner energy sources for aviation such as SAF and LCAF and that enhanced financial and technological support for developing countries will allow for a globally concerted decarbonization of aviation energy;

*Acknowledging* the need for such fuels to be developed and deployed in an economically feasible, socially and environmentally acceptable manner and the progress achieved in the harmonization of the approaches to sustainability;

*Recognizing* that sustainability criteria, sustainability certification, and the assessment of life cycle emissions of such fuels are developed and updated as part of work for the implementation of Carbon Offsetting and Reduction for International Aviation (CORSA);

*Acknowledging* the need to explore and facilitate the civil aviation sector's access to renewable energy including through its cooperation with the Sustainable Energy for All (SE4ALL) initiative, as part of the Organization's contribution to SDG 7 "Ensure access to affordable, reliable, sustainable and modern energy for all";

*Recalling* that Assembly Resolution A37-19 requested the Council, with the support of member States, to undertake work to develop a framework for market-based measures (MBMs) in international aviation, including further elaboration of the guiding principles listed in the Annex to A37-19, and that the guiding principles were elaborated as listed in the Annex to Assembly Resolutions A38-18, and A39-2 and A40-18, which are reproduced in the Annex to this Resolution;

*Noting* that a substantial strategy for capacity building and other technical and financial assistance was undertaken by the Organization, in line with the *No Country Left Behind* (NCLB) initiative, to assist the preparation and submission of States' action plans, including the holding of regional seminars, the development and update of ICAO Doc 9988, *Guidance on the development of States' Action Plans on CO<sub>2</sub> Emissions Reduction Activities*, an interactive web- interface, the ICAO Fuel Savings Estimation Tool (IFSET), the ICAO Environmental Benefits Tool (EBT) and a Marginal Abatement Cost (MAC) curve tool;

*Welcoming that*, as of June 2019 July 2022, 133 member States that represent more than 98 per cent of global international air traffic voluntarily prepared and submitted action plans to ICAO;

*Recognizing* the need to further develop and update State Action Plans, including the quantification of CO<sub>2</sub> emissions reduction benefits with practical tools, for sustainable aviation and infrastructure with the focus on environment-driven innovations;

*Recognizing* the different circumstances among States in their capacity to respond to the challenges associated with climate change and the need to provide necessary support, in particular to developing countries and States having particular needs;

*Affirming* that specific measures to assist developing States as well as to facilitate access to financial support, technology transfer and capacity building should be initiated as soon as possible, *and recognizing* the urgent need to establish a working group under the ICAO Council to develop concrete plans and programs to assist developing countries in terms of finance, technology and capacity-building;

*Recognizing* the assistance provided by ICAO in partnership with other organizations to facilitate Member States' action to reduce aviation emissions, as well as continuous search for potential assistance partnerships with other organizations;

*Welcoming* the launch of the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuel (ACT-SAF) Programme to support the development and deployment of SAF, including the establishment of partnerships among States and relevant stakeholders, in line with the No Country Left Behind (NCLB) initiative;

*Recognizing* that, according to the latest reports from the IPCC, progress in climate change adaptation planning and implementation has been observed across all sectors and regions, but it is still being unevenly distributed with several adaptation gaps observed, including potential vulnerabilities of key transport infrastructures such as international aviation systems and infrastructures, meaning that their design standards should give due consideration to account for projected climate impacts and risks;

*Recognizing* the need for enabling conditions for the implementation of long-term climate change adaptation measures, especially for vulnerable parts of the aviation system and infrastructure, which would enhance the preparedness level of the international aviation sector for projected extreme and disruptive climate-related events;

*Recognizing* the importance of work being undertaken to identify the potential impacts of climate change on international aviation operations and related infrastructure, together with identified options of adaptation measures;

*Also recognizing* that current global financial flows for adaptation are insufficient for and constrain implementation of adaptation options especially in developing countries; and

*Recognizing* the progress made by ICAO in its implementation of the Climate Neutral UN initiative and the significant support provided by ICAO to the initiative, in particular through the development of the ICAO Carbon Emissions Calculator, to support the assessment of emissions from passengers travelling by air and welcoming its expansion to add air cargo emissions;

*The Assembly:*

1. *Resolves* that this Resolution, together with Resolution A40-17A41-xx: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality* and Resolution A40-19A41-xx: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*, supersede Resolutions A39-1, A39-2 and A39-3A40-17, A40-18 and A40-19 and constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection;

2. *Requests* the Council to:

- a) ensure that ICAO exercise continuous leadership coordination on environmental issues relating to international civil aviation, including GHG emissions;
- b) continue to study policy options to limit or reduce the environmental impact of aircraft engine emissions and to develop concrete proposals as needed, encompassing technical solutions and market-based measures, and taking into account potential implications of such measures for developing as well as developed countries; and
- c) continue to cooperate with organizations involved in policy-making in this field, notably with the Conference of the Parties to the UNFCCC;

3. *Reiterates* that:

- a) ICAO should continue to take initiatives to promote information on scientific understanding of aviation's impact and action undertaken to address aviation emissions and continue to provide the forum to facilitate discussions on solutions to address aviation emissions; and

- b) emphasis should be on those policy options that will reduce aircraft engine emissions without negatively impacting the growth of air transport especially in developing economies;
4. *Resolves* that States and relevant organizations will work through ICAO to achieve a global annual average fuel efficiency improvement of 2 per cent until 2020 and an aspirational global fuel efficiency improvement rate of 2 per cent per annum from 2021 to 2050, calculated on the basis of volume of fuel used per revenue tonne kilometre performed;
5. *Agrees* that the goals mentioned in paragraph 4 above would not attribute specific obligations to individual States, and the different circumstances, respective capabilities and contribution of developing and developed States to the concentration of aviation GHG emissions in the atmosphere will determine how each State may voluntarily contribute to achieving the global aspirational goals;
6. *Also resolves* that, without any attribution of specific obligations to individual States, ICAO and its Member States with relevant organizations will work together to strive to achieve a collective medium-term global aspirational goal of keeping the global net carbon emissions from international aviation from 2020 at the same level, taking into account: the special circumstances and respective capabilities of States, in particular developing countries; the maturity of aviation markets; the sustainable growth of the international aviation industry; the financial and technological support which developing countries have access to; and that emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed, while also recognizing that developed countries should undertake more ambitious absolute emission reduction targets for their aviation to offset an increase in emissions from the growth of air transport in developing States and shall provide new and additional financial support to developing countries for their further contributions to the goal;
7. *Agrees* to review, at its 42st Session, the goal outlined in paragraph 6 above in light of progress towards the goal, studies regarding the feasibility of achieving the goal, and relevant information from States;
8. *Requests* the Council, with the support of ICAO member States, to continue to explore a holistic feasibility of a long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions, starting from the *ICAO REPORT ON THE FEASIBILITY OF A LONG-TERM ASPIRATIONAL GOAL*, through conducting further detailed studies assessing its social, economical and environmental attainability and impacts on growth as well as costs across regions, especially developing countries, to allow for higher confidence, certainty and climate justice. Such assessment should include information from Member States on their experiences working towards green aviation;
9. *Further resolves* that ICAO Member States are encouraged to make nationally determined contributions to an agreed LTAG of net-zero carbon emissions based on the detailed feasibility exploration in paragraph 8 above, in support of the implementation of the Paris Agreement, while recognizing the special circumstances and respective capabilities of States, in particular developing countries (e.g., the level of development, maturity of aviation markets, sustainable growth of its international aviation, just transition, and national priorities of air transport development); the need to support developing countries for the effective contribution to agreed LTAG; that peaking and neutralizing carbon emissions for aviation will take longer in developing countries, and that developed countries, complying with their obligations under the international laws on climate, should do a Net-Minus by the target year to vacate carbon space for developing countries to grow and shall provide support to developing countries;

10. *While recognizing* that the LTAG is a collective global aspirational goal, and it does not attribute specific obligations or commitments in the form of emissions reduction goals to individual States, *urges* each State to contribute to achieving the goal in a socially, economically and environmentally sustainable manner and in accordance with *their common but differentiated responsibilities*;

11. *Recognizes* that the level of ambition in the global aspirational goals for international aviation is commensurate to the efficacy and additionality of financial resources and transfer of technology which developed countries, complying with their international obligations, shall provide to developing countries;

12. *Requests* the Council to establish a specialized committee to develop concrete plans to initiate specific measures or mechanisms so as to facilitate developing countries and States having particular needs better access to public as well as private financial resources, development and enhancement of endogenous capacities and technologies to address international aviation and climate change, and report to the 42nd Session of the ICAO Assembly, including but not limited through:

- a) Establishing a module on "assistance mechanism based on the needs of developing countries" under the climate change section of the ICAO website, and providing adequate technical safeguards for developing countries to submit their assistance needs through the website at any time;
- b) Promoting collaborated transfer of technology, in particular for developing countries and States having particular needs, to enable them to adapt to cutting-edge and appropriate technologies and to enhance their contribution to the global aspirational goals;
- c) further considering the establishment of a climate fund under ICAO, while addressing the possible financial, institutional and legal challenges, proposing the amount of annual grants which the developed countries shall contribute to the fund to ensure a just transition for the developing countries, and enhancing the ICAO's collaboration with other international financial institutions to allow for more financial resources to meet the costs incurred by developing countries and States with particular needs to contribute to the global aspirational goals;
- d) Welcoming the establishment of the ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme, in line with the cooperation spirit of No Country Left Behind initiative, it should be extended to add support to the implementation of other emissions reduction measures in an ICAO ACT-LTAG programme (e.g., aircraft technologies, operational improvements, infrastructural changes, LCAF and other cleaner energy sources for aviation).

13. *Requests* the Council to regularly monitor progress on the implementation of all elements of the basket of measures towards the achievement of the LTAG, including but not limited through: periodical stocktaking of the new and additional financial resources, including for the transfer of technology, developed countries provide to developing countries; the ICAO environment stocktaking process; the review of the ICAO Vision for SAF; further assessment of the CO<sub>2</sub> emissions reduction and cost impacts of a changing climate on international aviation, regions and countries, in particular developing countries, and the impact on the growth and cost impacts of the efforts to achieve the LTAG in all countries, especially developing countries; monitoring of information from State Action Plans for international aviation CO<sub>2</sub> emissions reduction; and means of implementation. To this purpose, the Council will consider

necessary methodologies for the monitoring of progress, and report to a future Session of the ICAO Assembly;

14. *Further encourages* all States to submit and update voluntary action plans to ICAO to reduce CO<sub>2</sub> emissions from international aviation, outlining respective policies, actions and roadmaps, including long-term projections and actions, and annual reporting on international aviation CO<sub>2</sub>;

15. *Invites* those States that choose to prepare or update action plans to submit them to ICAO as soon as possible preferably by the end of June 2024 and once every three years thereafter, in order that ICAO can continue to compile the quantified information in relation to achieving the global aspirational goals, and the action plans should are preferably encouraged to include information on the basket of measures considered by States, reflecting respective national capacities and circumstances, quantified information on the expected environmental benefits from the implementation of the measures chosen from the basket, information on any specific assistance needs for the implementation of the measures, and the financial support the developing countries have attained;

16. *Encourages* States that have already submitted action plans to share information contained in action plans and build partnerships with other Member States in order to support those States that have not prepared action plans, and to make the submitted action plans available to the public, taking into account the commercial sensitivity of information contained in States' action plans;

17. *Requests* the Council to facilitate the dissemination of economic and technical studies and best practices related to aspirational goals and to continue to provide guidance and other technical assistance for the preparation and update of States' action plans prior to the end of June 2024, including through cooperation and assistance on identifying possible sources of financing for decarbonization of aviation in cooperation with financial and other relevant organization, in order for States to conduct necessary studies and to voluntarily submit action plans to ICAO;

18. *Requests* the Council to maintain and enhance appropriate standard, methodologies and a mechanism to measure/estimate, monitor and verify global GHG emissions from international aviation, and *further encourages* States to support the work of ICAO on measuring progress through the reporting of annual data on traffic, fuel consumption and CO<sub>2</sub> emissions, respectful for national sovereignty and avoiding placing undue burden on States, especially developing countries;

19. *Requests* the Council to ~~request~~ invite States to continue to support the efforts of ICAO on enhancing the reliability of measuring/estimating global GHG emissions from international aviation, and to regularly report CO<sub>2</sub> emissions from States' international aviation to the UNFCCC, as part of its contribution to assessing progress made by States in the implementation actions to address international aviation and climate change in the sector based on information approved by its Member States;

20. While recognizing that no effort should be spared to obtain means to support the reduction and stabilization of CO<sub>2</sub> emissions from all sources, *urges* that ICAO and its Member States express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner;

21. *Requests* States to promote scientific research aimed at continuing to address the uncertainties identified in the IPCC special report on Aviation and the Global Atmosphere and in the Assessment reports, and ensure that future assessments undertaken by IPCC and other relevant United Nations bodies include updated information, if any, on aircraft-induced effects on the atmosphere;

22. *Requests* the Council to:

- a) continue to develop and keep up-to-date the guidance for Member States on the application of policies and measures aimed at reducing or limiting the environmental impact of emissions from international aviation, and conduct further studies with respect to mitigating the impact of international aviation on climate change and to adapting international aviation systems and infrastructure to climate change impacts and risks;
- b) encourage States to cooperate in the development of predictive analytical models for the assessment of aviation impacts;
- c) continue evaluating the costs and benefits of the various measures, including existing measures, with the goal of addressing aircraft engine emissions in the most cost-effective manner, taking into account the interests of all parties concerned, including potential impacts on the developing world; and
- d) assist Member States with studies, evaluations and development of procedures, in collaboration with other States in the region, to limit or reduce GHG emissions on a global basis and work together collaboratively to optimize the environmental benefits that can be achieved through various programmes;

23. *Invites* the Council and Member States to work together with relevant organizations to strive to achieve the maximum possible level of progress on the implementation of aviation in-sector CO<sub>2</sub> emissions reduction measures (e.g. technology, operations and fuels) in an coordinated and harmonized manner with a view to avoiding adverse impacts on the social and economical development of the developing countries, recognizing that the largest potential impact on aviation CO<sub>2</sub> emissions reduction will come from fuel-related measures;

24. *Encourages* the Council and Member States to keep abreast of innovative aircraft technologies, new types of operations conducive to emissions reductions, and Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other cleaner energy sources in line with the cooperation spirit of *No Country Left Behind* initiative, in order to enable timely certification, as well as timely update and development of relevant ICAO SARPs and guidance, as appropriate. ICAO and its Member States are urged to continue work on the elements of the basket of measures for the achievement of the sustainable aviation the LTAG, including paragraphs 25 to 30 below;

25. *Requests* States to:

- a) consider policies to encourage the introduction of increasingly fuel efficient aircraft into the market and facilitate cost-effective fleet renewal by manufactures and aircraft operators, and work together through ICAO to exchange information and develop guidance for best practices on aircraft end-of-life such as through aircraft recycling; and
- b) incentivise and accelerate investments on research and development of new and climate-friendly aircraft;

26. *Requests* the Council to:

- a) update the CO<sub>2</sub> emissions certification Standard for aeroplanes, as appropriate, based on the latest aircraft efficiency technology improvement;

- b) timely update and develop relevant ICAO environmental Standards and Recommended Practices (SARPs) and guidance for new advanced aircraft technologies, as appropriate; and
- c) update medium-and long-term technological goals for aircraft fuel burn;

27. Requests States to:

- a) work together with manufacturers, Air Navigation Service Providers (ANSPs), aircraft operators and airport operators to accelerate the development and implementation of fuel efficient routings and air navigation procedures and ground operations to reduce aviation emissions, and work with ICAO to bring the environmental benefits to all regions and States, taking into account the Aviation System Block Upgrades (ASBUs);
- b) reduce legal, security, economic and other institutional barriers to enable implementation of the new air traffic management operating concepts for the environmentally efficient use of airspace;
- c) work together through UN agencies, i.e. ICAO, to exchange information and best practices on Green Airports, including practices related to airport planning, development, operations and maintenance; and
- d) consider undertaking climate risk assessment to foster the inclusion of climate change adaptation measures into national climate policies and planning processes, with respect to international aviation systems and infrastructures, as appropriate;

28. Requests the Council to:

- a) maintain and update guidance on operational measures to reduce international aviation emissions, and place emphasis on increasing fuel efficiency in all aspects of the ICAO's Global Air Navigation Plan (GANP); encourage States and stakeholders to develop air traffic management that optimizes environmental benefits;
- b) continue to develop and update the necessary tools and guidance to assess the benefits associated with air traffic management improvements, and assess the environmental benefits associated with the implementation of the Aviation System Block Upgrades (ASBUs);
- c) continue to provide the forum to exchange information on best practices for Green Airports, covering such subjects as smart buildings, renewable energy, green mobility, climate change adaptation and resilient development, community engagement and sustainability reporting, aiming at sharing lessons learned and best practices amongst airports;
- d) publish and maintain guidance material on the implementation of environmentally sustainable practices at airports, including the Eco- Airport Toolkit e-collection; and
- e) encourage States to pursue a climate resilient development of their aviation systems and infrastructure, with a focus on the development of policies that integrate climate mitigation and adaptation actions to advance the sustainable aviation development;

29. Requests States to:

- a) set a coordinated approach in national administrations for policy actions and investment to accelerate the appropriate research, development, deployment and use of cleaner and renewable energy sources for aviation, including the use of sustainable aviation fuels (SAFs) and low carbon aviation fuels (LCAFs), in accordance with their respective national circumstances;
- b) consider the use of incentives to encourage the deployment of cleaner and renewable energies sources for aviation, including SAFs and LCAFs;
- c) work with relevant stakeholders to accelerate the fuel consider measures to support research, certification and development as well as processing technology and feedstock production, and the certification of new aircraft and engines to allow the use of 100% SAF, in order to decrease costs and support scale-up of sustainable fuel production pathways up to commercial scale, especially through ~~encouraging and promoting SAF and/or LCAF purchase agreements as well as supporting timely delivery of any necessary changes to airport and energy supply infrastructure, taking into account national circumstances and the sustainable development of States~~
- d) recognize existing approaches to assess the sustainability of all fuels in general, including those for use in aviation which should achieve net GHG emissions reduction on a life cycle basis, contribute to local social and economic development; competition with food and water should be avoided; and
- e) adopt measures to ensure the sustainability of aviation fuels, building on existing approaches or combination of approaches, and monitor their production at a national level;

30. *Requests* the Council to:

- a) encourage Member States and invite industry, financial institutions and other international organizations to actively participate in exchange of information and best practices, and facilitate the establishment of partnerships and the definition of policies that will further promote the transition to cleaner, renewable sources of energy for aviation, including sustainable aviation fuels SAFs and LCAFs, through regional seminars;
- b) continue to maintain the ICAO Global Framework for Aviation Alternative Fuels (GFAAF);
- c) continue to give a global view of the future use of SAFs and LCAFs and to account for changes in life cycle GHG emissions in order to assess progress toward achieving global aspirational goals;
- d) work with financial institutions to facilitate access to financing infrastructure development projects ~~dedicated to SAFs and LCAFs~~ and incentives to overcome initial market hurdles;
- e) cooperate with other relevant international initiatives, including the Sustainable Energy for All (SE4ALL) initiative, to facilitate the aviation's access to renewable energy; and
- f) continue to assess progress on the development and deployment of SAFs, LCAFs and other cleaner energy sources for aviation as part of the ICAO stocktaking process, and convene the CAAF/3 in 2023 for reviewing the 2050 ICAO Vision for SAF, including LCAF and other cleaner energy sources for aviation, in order to define a global framework

in line with the cooperation spirit of No Country Left Behind (NCLB) initiative and taking into account national circumstances and capabilities;

31. *Requests* the Council to identify the potential impacts of climate change on international aviation operations and related infrastructure, identify adaptation measures to address the potential climate change impacts, and maintain and enhance and develop guidance on climate change risk assessment and adaptation measures for international aviation, in cooperation with other relevant international organizations and the industry; and

32. *Requests* the Council to continue to cooperate with the Climate Neutral UN initiative, remain at the forefront of developing methods and tools for quantifying aviation's GHG emissions with respect to the initiative, including the ICAO Carbon Emissions Calculator that also incorporates cargo emissions, and further develop and implement the strategy for reducing GHG emissions and enhancing in-house sustainability management practices of the Organization.

### **Annex**

The guiding principles for the design and implementation of market-based measures (MBMs) for international aviation:

- a) MBMs should support sustainable development of the international aviation sector;
- b) MBMs should support the mitigation of GHG emissions from international aviation;
- c) MBMs should contribute towards achieving global aspirational goals;
- d) MBMs should be transparent and administratively simple;
- e) MBMs should be cost-effective;
- f) MBMs should not be duplicative and international aviation CO<sub>2</sub> emissions should be accounted for only once;
- g) MBMs should minimize carbon leakage and market distortions;
- h) MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;
- i) MBMs should recognize past and future achievements and investments in aviation fuel efficiency and in other measures to reduce aviation emissions;
- j) MBMs should not impose inappropriate economic burden on international aviation;
- k) MBMs should facilitate appropriate access to all carbon markets;
- l) MBMs should be assessed in relation to various measures on the basis of performance measured in terms of CO<sub>2</sub> emissions reductions or avoidance, where appropriate;
- m) MBMs should include *de minimis* provisions;

n) where revenues are generated from MBMs, it is strongly recommended that they should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions, including mitigation and adaptation, as well as assistance to and support for developing States;

o) where emissions reductions are achieved through MBMs, they should be identified in States' emissions reporting; and

p) MBMs should take into account the principle of common but differentiated responsibilities and respective capabilities, the special circumstances and respective capabilities, and the principle of non-discrimination and equal and fair opportunities.

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### **Agenda Item 18: Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)**

18.1 At its third, fourth and fifteenth meetings, the Executive Committee considered the subject of environmental protection on the basis of progress reports by the Council on the implementation of Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) (WP/370) and considered the Council's proposals to update Assembly Resolution A40-19, *Consolidated statement of continuing ICAO policies and practices related to environmental protection – CORSA* (WP/371). In addition, there were 16 papers submitted by States and Observers: WPs 169, 174, 181, 211, 427, 432, 433, 437, 465, 468, 469, 485, 487, 495 Revision No. 1, 568, and 581.

18.2 The Chairperson gave the floor to the representative of IATA, who informed the Committee of the withdrawal of WP/467 while expressing the support of the organization for the implementation of CORSA. The withdrawal of the WP was within the spirit of ensuring unity in an agreement under ICAO for CORSA as the only economic measure to manage the carbon footprint of international aviation.

18.3 In WP/370, the Council reported on progress made by ICAO since the 40th Session of the Assembly regarding CORSA, including the updates of CORSA-related Standards and Recommended Practices (SARPs) and other relevant implementation elements, and the implementation support provided under the ICAO Assistance, Capacity-building and Training for CORSA (ACT-CORSA) programme, as well as the 2022 periodic review of CORSA.

18.4 In WP/371, the Council submitted a proposal for the revisions of Resolution A40-19, in light of the developments since the last Assembly, including its recommendations emanating from the 2022 CORSA periodic review with the technical contribution of the Committee on Aviation Environmental Protection (CAEP), including the changes to the CORSA baseline and the use of sectoral and individual growth factors, for calculation of an aeroplane operator's offsetting requirements under CORSA.

18.5 In WP/468, China explained its proposal on the implementation of CORSA through nationally determined plans, and the development of CORSA periodic review methodologies. The paper expressed the view that to avoid any market distortions due to CORSA, and to improve the effectiveness of CORSA implementation, a framework of nationally determined plans to implement CORSA should be put in place to enable each State to define its own implementation rules and framework, which would be subject to an ICAO technical review. On the CORSA periodic review, the paper proposed the establishment of a working group on CORSA review, which would propose a system of assessment

indicators based on the guiding principles for the design and implementation of market-based measures (MBMs) (Annex to A40-18).

18.6 In WP/469, China elaborated its positions and recommendations on goals and measures for international aviation CO<sub>2</sub> emissions reductions. In relation to CORSIA, the paper expressed the view that the current CORSIA implementation programmes and standards based on ICAO's goal of carbon neutral growth from 2020 onward are inconsistent with the international laws and basic principles of global climate governance, and that without developed countries fulfilling their international obligations under the United Nations Framework Convention on Climate Change (UNFCCC) through ICAO, developing countries would be deprived of fair opportunities to develop.

18.7 In WP/487, Dominican Republic elaborated on the progress made relating to climate change and its initiatives to comply with the ICAO Standards and Recommended Practices (SARPs) for CORSIA. The paper expressed support for the continuation of capacity building in States for the development of environment projects that meet the CORSIA emissions unit criteria. The paper also proposed that the Assembly promote concrete actions for access to financing and technology transfer for developing States, mainly for projects under CORSIA.

18.8 In WP/433, India explained its views on the CORSIA periodic review and elaborated on what the Council could take into consideration in future CORSIA reviews. In particular, the paper proposed the improvement of the CORSIA reviews, using the guiding principles for MBMs listed in the Annex to Assembly Resolution A40-18. The paper also made other recommendations for the Council, including to address the adverse impact of the factors such as the COVID-19 pandemic on the growth of the international civil aviation sector through assessment of the CORSIA baseline, and sectoral and individual growth factors, as well as including the issue of safeguards in the design of CORSIA and its assessment.

18.9 In WP/568, New Zealand highlighted that the ambition of CORSIA should be retained or strengthened, and the baseline should ensure that offsetting occurs in the coming years. The paper expressed the view that CORSIA could play a role towards the implementation of an LTAG.

18.10 In WP/169, Russian Federation, while expressing its views on a long-term aspirational goal for international aviation (LTAG, refers to Agenda Item 17), also discussed the potential link of an LTAG with CORSIA. In this context, the paper claimed that CORSIA implementation is not compatible with the future implementation of an LTAG primarily because of CORSIA's reliance on emissions units that originate from outside the aviation sector, leading to the outflow of capital from the industry that inhibits modernization and the achievement of an LTAG. The paper further expressed its view for the need of an evolutionary transition from CORSIA to implementing activities under an LTAG, and also expressed the proposal for calling upon the Member States to opt out of using regional market-based measures, which are based on trading CO<sub>2</sub> emission quotas, for international civil aviation.

18.11 In WP/432, the United States expressed its support for the continued implementation of CORSIA as a critical element of ICAO's basket of measures to address international aviation's climate impacts. The paper expressed that ICAO should affirm CORSIA's climate ambition, commitment and credibility as the industry recovers from the COVID-19 pandemic. In this context, the paper emphasized that ICAO should establish a clear and certain baseline for all remaining phases of CORSIA that does not backtrack from ICAO's goal of carbon neutral growth from 2020 onward. The paper also outlined its views on the potential link between the CORSIA monitoring, reporting and verification (MRV) system and the need for the tracking/monitoring of the use of Sustainable Aviation Fuel (SAF) as it is increasingly deployed globally.

18.12 In WP/465, the 54 Member States<sup>1</sup> of the African Civil Aviation Commission (AFCAC) highlighted the implementation of CORSIA by the African Member States. The paper expressed the view that CORSIA remains the only global market-based measure for international aviation emissions. The paper also elaborated on the challenges of the industry in Africa as result of the COVID-19 pandemic, and expressed views on possible changes to design elements of CORSIA. In particular, it proposed the removal of the individual growth factor; use of 2019 emissions for the CORSIA baseline after the pilot phase instead of the average of 2019 and 2020; and maintaining the exemption from offsetting requirement for least developed countries (LDCs), landlocked developing countries (LLDCs) and small island developing States (SIDS). In relation to the CORSIA periodic review, the paper proposed that the Council define a clear scope and methodology. The paper expressed support for ACT-CORSIA activities and underscored the need for continuous support on capacity building to African States.

18.13 In WP/485, Argentina, supported by three LACAC Member States: Costa Rica, Ecuador and Dominican Republic, outlined the actions taken to implement CORSIA. The paper emphasized the challenges associated with the lack of accredited verification bodies in the region and the additional challenges in relation to the cancelation of on-site verifications as result of travel restrictions due to the COVID-19 pandemic. The States proposed that ICAO encourage the accreditation of more verification bodies to ensure the timely fulfillment of States' and operators' CORSIA-related MRV requirements. The paper also supported the ACT-CORSIA activities and underscored the importance to continue the capacity-building activities, particularly in developing States.

18.14 In WP/495 Revision No. 1, Canada, Japan, Kenya, Mexico, Norway, Republic of Korea, Rwanda, Switzerland, Türkiye, the United Kingdom, the United States of America and the European Union and its Member States, and co-sponsored by Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, San Marino, Serbia and Ukraine encouraged the Assembly to seek to maximise the environmental ambition of CORSIA to ensure the Scheme's continued credibility and the positive reputation of ICAO and its flagship climate scheme globally, while carefully balancing ambition and practicality so as not to overburden the aviation industry, which is still recovering from COVID-19 pandemic, and avoiding making broader changes to its design. They also encouraged States that have not yet joined CORSIA to voluntarily join.

18.15 In WP/181, States that make up the Central American Corporation for Air Navigation Services (COCESNA)<sup>2</sup> expressed their support for the on-going implementation of CORSIA, highlighting the voluntary participation of additional States despite their low contribution to global emissions and the negative impacts of COVID-19 pandemic. The paper emphasized the need for continuous technical support and further guidance to facilitate the implementation of CORSIA.

18.16 In WP/437, Czechia on behalf of the European Union (EU) and its Member States,<sup>3</sup> the other Member States of the European Civil Aviation Conference (ECAC),<sup>4</sup> and EUROCONTROL expressed their support for the on-going implementation of CORSIA, highlighting the voluntary participation of all 44 ECAC States from the pilot phase as an indication of their commitment to the successful implementation of the Scheme, while also noting the importance of the continued ACT-CORSIA

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<sup>1</sup> Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe

<sup>2</sup> Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua

<sup>3</sup> Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden

<sup>4</sup> Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Türkiye, Ukraine and the United Kingdom

programme. The States outlined their views on the CORSIA period review, emphasizing that the review is a method to ensure that CORSIA remains fit for purpose throughout its operation and in line with climate policy worldwide, including the level of ambition of CORSIA, while more fundamental considerations could be covered in later reviews. The States also expressed the view that the Assembly should reaffirm a CORSIA baseline from 2024 with the same level of ambition of CORSIA as the one originally agreed in the Assembly Resolution A40-19. The States also proposed that the Council should take the necessary measures to ensure that double counting of emissions reduction does not occur between CORSIA and nationally determined contributions under the Paris Agreement.

18.17 In WP/427, Egypt, Oman, Qatar, Saudi Arabia, Sudan, Tunisia, United Arab Emirates, Yemen and supported by the Arab Civil Aviation Organization (ACAO) expressed their support for the ongoing implementation of CORSIA noting the importance of the continued ACT-CORSIA programme, and explained their views regarding changes to some CORSIA design elements. In particular, the paper supported the adoption of 2019 emissions level as the baseline for all CORSIA phases (2021 to 2035) highlighting the need to avoid any financial burden on States and aeroplane operators. The States also proposed the removal of the aeroplane operator's individual growth factor, while maintaining only the sector's growth factor, for the duration of CORSIA. The States reaffirmed their view that CORSIA is the only global market-based measure to ensure that the international aviation CO<sub>2</sub> emissions be accounted for only once. The States also highlighted the need to establish a systematic CORSIA periodic review methodology/mechanism. With regard to the "Level of Ambition", CORSIA's goal is not tied to any specific amount of offsetting requirements, but it aims to achieve the carbon neutral growth goal by keeping the net emissions at the baseline level (whatever the baseline is). Therefore, offsetting obligations being lower than the ones expected at the time of adopting CORSIA should not be seen as lowering to the scheme ambition.

18.18 In WP/174, Guyana and supported by Argentina, Costa Rica, El Salvador, the Dominican Republic, Guatemala, Panama and Uruguay highlighted the progress in Guyana for contributing to the implementation of CORSIA through the development of a national legal basis and its voluntary participating in the Scheme. The paper also highlighted the vulnerability of SIDS to the impacts of climate change, and the importance of the continuation of training activities under the ACT-CORSIA programme.

18.19 The Committee noted information papers WP/211 by Oman regarding its experience with the implementation of CORSIA and WP/581 by Seychelles on its approach to mitigating CO<sub>2</sub> emissions from aviation.

18.20 China presented orally certain amendments to the draft Resolution, requesting also to attach them to the report on this item. These amendments, which were not supported by a majority of States, are reflected below following the text of Resolution 18/1.

18.21 At the request of the Chairperson, the Secretariat noted that the Council's proposal aims to maintain the necessary and delicate balance between the CORSIA design elements, in terms of the effects on operators from growing economies, while ensuring the overall level of ambition and relevancy of CORSIA in the future as the only scheme for international aviation. The Secretariat provided the following clarifications:

- a) regarding the CORSIA baseline, the use of a percentage of 2019 CO<sub>2</sub> emissions will affect both the level of ambition in terms of total offsetting requirements under CORSIA until 2035, and the starting year of the offsetting, depending on the COVID recovery and future growth scenarios. The Council's proposal of 85 percent of 2019 emissions as the baseline from 2024 onwards was made in light of expecting the start of the offsetting from the first phase of CORSIA; and

- b) regarding the sectoral and individual growth factors, it was explained that their use defines how the total offsets under CORSIA would be distributed to each aeroplane operator. The Council's proposal of using 100 percent sectoral for the period 2021-2032, and 85 percent sectoral and 15 percent individual for the period 2033-2035 provides a balancing compensation for the increased offsetting requirements due to the proposed new CORSIA baseline.

18.22 The Committee observed that a number of WPs referred to the efforts of ICAO and its Member States and industry for the robust implementation of CORSIA and increasing States' voluntary participations in CORSIA. In this regard, the Committee acknowledged the substantial progress achieved by the Organization since the last Assembly for the robust implementation of CORSIA. The Committee welcomed the increasing number of States that voluntarily participate in CORSIA, including the latest announcements for the voluntary participation of Sierra Leone and Seychelles bringing the total number of participating States to 117, and encouraged other States to do so as soon as possible.

18.23 The Committee welcomed the continued progress of the ICAO ACT-CORSIA programme with the contributions and engagement of Member States, and requested States to continue to engage in, and support the programme.

18.24 Regarding the role of CORSIA as the only global scheme, the Committee highlighted paragraph 18 of the draft Assembly Resolution text attached to WP/371, which clearly states that "*the CORSIA is the only global market-based measure applying to CO<sub>2</sub> emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional MBMs, thus ensuring that international aviation CO<sub>2</sub> emissions should be accounted for only once*".

18.25 Regarding the CORSIA baseline after the pilot phase (from 2024 to 2035), the Committee noted different views. Some States preferred maintaining the 2019 emissions level beyond the pilot phase until 2035, while others supported the Council proposal to use 85 per cent of 2019 emissions. In relation to the use of the sectoral and individual growth factors from 2030 onwards, some States supported the Council proposal, while others asked for the full removal of the individual growth factor from CORSIA.

18.26 The Committee discussed the revised Assembly Resolution A40-19 attached to WP/371, which contained the proposal by the ICAO Council on the CORSIA baseline after the pilot phase (i.e. 85 per cent of 2019 emissions) from 2024 to 2035, and revisions to the use of the individual growth factor from 2030 onwards, recognizing that the proposal is a compromise achieved by the Council to maintain the necessary but delicate balance among the CORSIA design elements, while maintaining its integrity and level of ambition. The Committee noted that the Council's proposal provided a middle ground that tried to address the divergent views of States in a balanced way.

18.27 Regarding the future periodic reviews of CORSIA, several States supported the proposal by a State to update paragraph 17 of the draft Assembly Resolution text to request the Council to develop a methodology and timeline to conduct the reviews. Other States expressed the view that although this proposal was a good idea, they would prefer to maintain the draft Assembly Resolution text as it is.

18.28 In considering the revised Assembly Resolution A40-19 on CORSIA proposed in the Appendix to WP/371, and while noting the views expressed by some States to maintain the draft Assembly Resolution text without any change, the Committee agreed as a compromise to change the draft Assembly Resolution text in operative paragraph 17 to request the Council to define a methodology and timeline to conduct future CORSIA periodic reviews, with the understanding this would be the only change introduced to the text. This change will enable the Council to develop a necessary methodology and timeline for its undertaking of future CORSIA reviews. The decision was received by acclamation by the meeting.

18.29 The Committee agreed to recommend that the Assembly adopt the following Resolution:

**Resolution 18/1: Consolidated statement of continuing ICAO policies and practices related to environmental protection - Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)**

*Whereas* Assembly Resolution A38-18 decided to develop a global market-based measure (GMBM) scheme for international aviation, for decision by the 39th Session of the Assembly;

*Recalling* that Assembly Resolution A38-18 requested the Council, with the support of Member States, to identify the major issues and problems, including for Member States, and make a recommendation on a GMBM scheme that appropriately addresses them and key design elements, including a means to take into account special circumstances and respective capabilities, and the mechanisms for the implementation of the scheme from 2020 as part of a basket of measures which also include technologies, operational improvements and sustainable aviation fuels to achieve ICAO's global aspirational goals;

*Whereas* Assembly Resolution A39-3 decided to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) as part of a basket of measures which also include aircraft technologies, operational improvements and sustainable aviation fuels to achieve ICAO's global aspirational goals;

*Recognizing* that ICAO is the appropriate forum to address emissions from international aviation, and the significant amount of work undertaken by the Council, its Climate and Environment Committee (CEC), its Technical Advisory Body (TAB) and its Committee on Aviation Environmental Protection (CAEP) to support the implementation of CORSA;

*Welcoming* the adoption of the first edition of Annex 16 – *Environmental Protection*, Volume IV – *CORSA*, the provisions of which include Monitoring, Reporting and Verification (MRV) procedures for CORSA;

*Also welcoming* the publication of the second edition of *Environmental Technical Manual* (ETM, Doc 9501), Volume IV – *Procedures for demonstrating compliance with the CORSA*;

*Welcoming* the progress made for the development and update of ICAO CORSA Implementation Elements, which are reflected in 14 ICAO documents directly referenced in Annex 16, Volume IV, containing materials that are approved by the Council, and are essential for the implementation of CORSA;

*Also welcoming* the establishment by the Council of the Technical Advisory Body (TAB), with the mandate to make recommendations to the Council on the CORSA eligible emissions units;

*Recognizing* the importance of a coordinated approach for capacity building activities by ICAO and its Member States, in cooperation with the aviation industry, to support the implementation of CORSA, in particular through the ICAO Assistance, Capacity-building and Training for CORSA (ACT-CORSA) programme that includes the organization of seminars, development of outreach materials, and establishment of CORSA partnerships among States, which have been instrumental to the successful implementation of MRV requirements by States and reporting of annual CO<sub>2</sub> emissions to the CORSA Central Registry;

*Welcoming* the increasing number of announcements by Member States of their intention to voluntarily participate in CORSIA in the pilot phase from 2021, with the voluntary participation of 88 States for 2021, 107 States for 2022, and 115 States for 2023;

*Recognizing* that strong capacity-building activities can facilitate the decision of Member States to voluntarily participate in CORSIA;

*Recalling* the decision of the Council (June 2020) on the use of 2019 emissions instead of 2020 emissions for the implementation of relevant CORSIA design elements (i.e., CORSIA baseline, reference year for calculating an aeroplane operator's offsetting requirements, and new entrant threshold) during the pilot phase, in light of the COVID-19 pandemic and providing safeguard against inappropriate economic burden on aeroplane operators;

*Recognizing* the completion of the 2022 periodic review of CORSIA by the Council with the technical contribution of CAEP, including the analyses on the impact of the COVID-19 pandemic and its CO<sub>2</sub> recovery scenarios on CORSIA baseline beyond the pilot phase;

*Noting* the support of the aviation industry for CORSIA as a single global carbon offsetting scheme, as opposed to a patchwork of State and regional MBMs, as a cost effective measure to complement a broader package of measures including technology, operations and infrastructure measures;

*Recognizing* that MBMs should not be duplicative and international aviation CO<sub>2</sub> emissions should be accounted for only once;

*Emphasizing* that the decision by the 39th Session of the Assembly to implement the CORSIA reflects the strong support of Member States for a global solution for the international aviation industry, as opposed to a possible patchwork of State and regional MBMs;

*Reaffirming* the concern with the use of international civil aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, and that MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;

*Recalling* the United Nations Framework Convention on Climate Change (UNFCCC) and the Paris Agreement and *acknowledging* its principle of common but differentiated responsibilities and respective capabilities, in light of different national circumstances;

*Also acknowledging* the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention;

*Recognizing* that the work related to CORSIA and its implementation will contribute to the achievement of the goals set out in the Paris Agreement adopted under the UNFCCC;

*Whereas* the UNFCCC and the Paris Agreement provide for mechanisms, such as the Clean Development Mechanism (CDM) and a new market mechanism under the Paris Agreement, to contribute to the mitigation of GHG emissions to support sustainable development, which benefit developing States in particular;

*Welcoming* the cooperation between the UNFCCC and ICAO on the development of CDM methodologies for aviation;

*Recognizing* that this Resolution does not set a precedent for or prejudge the outcome of negotiations under the UNFCCC, the Paris Agreement, or other international agreements, nor represent the position of the Parties to the UNFCCC, the Paris Agreement, or other international agreements;

*The Assembly:*

1. *Resolves* that this Resolution, together with Resolution A41-20: *Consolidated statement of continuing ICAO policies and practices related to environmental protection - General provisions, noise and local air quality* and Resolution A41-21: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*, supersede Resolutions A40-17, A40-18 and A40-19 and constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection;
2. *Acknowledges* the progress achieved on all elements of the basket of measures available to address CO<sub>2</sub> emissions from international aviation, including aircraft technologies, operational improvements, sustainable aviation fuels and CORSIA, and *affirms* the preference for the use of aircraft technologies, operational improvements and sustainable aviation fuels that provide the environmental benefits within the aviation sector;
3. *Also acknowledges* that, despite this progress, the environmental benefits from aircraft technologies, operational improvements and sustainable aviation fuels may not deliver sufficient CO<sub>2</sub> emissions reductions to address the growth of international air traffic, in time to achieve the global aspirational goal of keeping the global net CO<sub>2</sub> emissions from international aviation from 2020 at the same level;
4. *Emphasizes* the role of CORSIA to complement a broader package of measures to achieve the global aspirational goal, without imposing inappropriate economic burden on international aviation;
5. *Recalls* its decision at the 39th Session to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) to address any annual increase in total CO<sub>2</sub> emissions from international civil aviation (i.e. civil aviation flights that depart in one country and arrive in a different country) above the 2020 levels, taking into account special circumstances and respective capabilities;
6. *Requests* the Council to continue to ensure all efforts to make further progress on aircraft technologies, operational improvements and sustainable aviation fuels be taken by Member States and reflected in their action plans to address CO<sub>2</sub> emissions from international aviation, and to monitor and report the progress on implementation of action plans, and that a methodology should be developed to ensure that an aeroplane operator's offsetting requirements under the scheme in a given year can be reduced through the use of CORSIA eligible fuels (i.e., CORSIA sustainable aviation fuels and CORSIA lower carbon aviation fuels), so that all elements of the basket of measures are reflected;
7. *Requests* the Council to continuously monitor the implementation of all elements of the basket of measures, and consider the necessary policies and actions to ensure that progress is achieved in all of the elements in a balanced way with an increasing percentage of emissions reductions accruing from non-MBM measures over time;
8. *Acknowledges* special circumstances and respective capabilities of States, in particular developing States, in terms of vulnerability to the impacts of climate change, economic development levels, and contributions to international aviation emissions, among other things, while minimizing market distortion;

9. *Recalls* its decision at the 39th Session on the use of a phased implementation for the CORSIA to accommodate the special circumstances and respective capabilities of States, in particular developing States, while minimizing market distortion, as follows:

- a) Pilot phase applies from 2021 through 2023 to States that have volunteered to participate in the scheme. States participating in this phase may determine the basis of their aeroplane operator's offsetting requirements from paragraph 11 e) i) below;
- b) First phase applies from 2024 through 2026 to States that voluntarily participate in the pilot phase, as well as any other States that volunteer to participate in this phase, with the calculation of offsetting requirements in paragraph 11 a) below;
- c) All States are strongly encouraged to voluntarily participate in the pilot phase and the first phase, noting that developed States, which have already volunteered, are taking the lead, and that several other States have also volunteered;
- d) The Secretariat will make public on the ICAO website updated information on the States that volunteered to participate in the pilot phase and first phase;
- e) Second phase applies from 2027 through 2035 to all States that have an individual share of international aviation activities in RTKs in year 2018 above 0.5 per cent of total RTKs or whose cumulative share in the list of States from the highest to the lowest amount of RTKs reaches 90 per cent of total RTKs, except Least Developed Countries (LDCs), Small Island Developing States (SIDS) and Landlocked Developing Countries (LLDCs) unless they volunteer to participate in this phase;
- f) States that are exempted or have not yet participated are strongly encouraged to voluntarily participate in the scheme as early as possible, in particular those States that are members of a regional economic integration organization. States who decide to voluntarily participate in the scheme, or decide to discontinue the voluntary participation from the scheme, may only do so from 1 January in any given year and they shall notify ICAO of their decision by no later than 30 June of the preceding year; and
- g) Starting in 2022, the Council will conduct a review of the implementation of the CORSIA every three years, including its impact on the growth of international aviation, which serves as an important basis for the Council to consider whether it is necessary to make adjustments to the next phase or compliance cycle and, as appropriate, to recommend such adjustments to the Assembly for its decision;

10. *Recalls* its decision at the 39th Session that the CORSIA shall apply to all aeroplane operators on the same routes between States with a view to minimizing market distortion, as follows:

- a) all international flights on the routes between States, both of which are included in the CORSIA by paragraph 9 above, are covered by the offsetting requirements of the CORSIA;
- b) all international flights on the routes between a State that is included in the CORSIA and another State that is not included in the CORSIA by paragraph 9 above are exempted from the offsetting requirements of the CORSIA, while retaining simplified reporting requirements; and

- c) all international flights on the routes between States, both of which are not included in the CORSIA by paragraph 9 above, are exempted from the offsetting requirements of the CORSIA, while retaining simplified reporting requirements;

11. *Recalls* its decision at the 39th Session and *further decides* that the amount of CO<sub>2</sub> emissions required to be offset by an aeroplane operator in a given year from 2021 is calculated every year as follows:

- a) an aeroplane operator's offset requirement = [ % Sectoral × (an aeroplane operator's emissions covered by CORSIA in a given year × the sector's growth factor in the given year) ] + [ % Individual × (an aeroplane operator's emissions covered by CORSIA in a given year × that aeroplane operator's growth factor in the given year) ];
- b) where the sector's growth factor from 2021 through 2023 = (total emissions covered by CORSIA in the given year – total emissions covered by CORSIA in 2019) / total emissions covered by CORSIA in the given year, and the sector's growth factor from 2024 through 2035 = (total emissions covered by CORSIA in the given year – 85% of total emissions covered by CORSIA in 2019) / total emissions covered by CORSIA in the given year;
- c) where the aeroplane operator's growth factor from 2033 through 2035 = (the aeroplane operator's emissions covered by CORSIA in the given year – 85% of the aeroplane operator's emissions covered by CORSIA in 2019) / the aeroplane operator's emissions covered by CORSIA in the given year;
- d) where the % Sectoral = (100% – % Individual) and;
- e) where the % Sectoral and % Individual will be applied as follows:
  - i) from 2021 through 2023, 100% sectoral and 0% individual, though each participating State may choose during this pilot phase whether to apply this to:
    - a) an aeroplane operator's emissions covered by CORSIA in a given year, as stated above, or
    - b) an aeroplane operator's emissions covered by CORSIA in 2019;
  - ii) from 2024 through 2026, 100% sectoral and 0% individual;
  - iii) from 2027 through 2029, 100% sectoral and 0% individual;
  - iv) from 2030 through 2032, 100% sectoral and 0% individual;
  - v) from 2033 through 2035, 85% sectoral and 15% individual;
- f) the aeroplane operator's emissions and the total emissions covered by CORSIA in the given year do not include emissions exempted from the scheme in that year;
- g) the scope of emissions in paragraphs 11 b) and 11 c) above will be recalculated at the start of each year to take into account routes to and from all States that will be added due to their voluntary participation or the start of a new phase or compliance cycle;

12. *Recalls* its decision at the 39th Session and *further decides* that a new entrant<sup>1</sup> is exempted from the application of the CORSIA for three years or until the year in which its annual emissions exceed 0.1 per cent of total emissions in 2019, whichever occurs earlier. From the subsequent year, the new entrant is included in the scheme and treated in the same way as the other aeroplane operators;

13. *Recalls* its decision at the 39th Session that, notwithstanding with the provisions above, the CORSIA does not apply to low levels of international aviation activity with a view to avoiding administrative burden: aeroplane operators emitting less than 10,000 metric tonnes of CO<sub>2</sub> emissions from international aviation per year; aeroplane with less than 5,700 kg of Maximum Take Off Mass (MTOM); or humanitarian, medical and firefighting operations;

14. *Recalls* its decision at the 39th Session that the emissions that are not covered by the scheme, as the results of phased implementation and exemptions, are not assigned as offsetting requirements of any aeroplane operators included in the scheme;

15. *Recalls* its decision at the 39th Session on a three year compliance cycle, starting with the first cycle from 2021 to 2023, for aeroplane operators to reconcile their offsetting requirements under the scheme, while they report the required data to the authority designated by the aeroplane operator's State of registry every year;

16. *Recalls* its decision at the 39th Session on the need to provide for safeguards in the CORSIA to ensure the sustainable development of the international aviation sector and against inappropriate economic burden on international aviation, and *requests* the Council to decide the basis and criteria for triggering such action and identify possible means to address these issues;

17. *Recalls* its decision at the 39th Session that a periodic review of the CORSIA is undertaken by the Council, with the technical contribution of CAEP, for consideration by the Assembly, every three years from 2022 for the purpose referred to in paragraph 9 g) above and to contribute to the sustainable development of the international aviation sector and the effectiveness of the scheme, and *requests* the Council to develop a methodology and timeline to conduct such reviews. This will involve, inter alia:

- a) assessment of: progress towards achieving the ICAO's global aspirational goal; the scheme's market and cost impact on States and aeroplane operators and on international aviation; and the functioning of the scheme's design elements;
- b) consideration of the scheme's improvements that would support the purpose of the Paris Agreement, in particular its long-term temperature goals; and update the scheme's design elements to improve implementation, increase effectiveness, and minimize market distortion, taking into account the consequential impact of changing the scheme's design elements, e.g., to MRV requirements; and
- c) a special review by the end of 2032 on termination of the scheme, its extension or any other improvements of the scheme beyond 2035, including consideration of the contribution made by aircraft technologies, operational improvements and sustainable aviation fuels towards achieving the ICAO's environmental objectives;

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<sup>1</sup> A new entrant is defined as any aeroplane operator that commences an aviation activity falling within the scope of Annex 16, Volume IV on or after its entry into force and whose activity is not in whole or in part a continuation of an aviation activity previously performed by another aeroplane operator.

18. *Determines* that the CORSIA is the only global market-based measure applying to CO<sub>2</sub> emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional MBMs, thus ensuring that international aviation CO<sub>2</sub> emissions should be accounted for only once;
19. *Requests* the following actions be taken for implementation of the CORSIA:
- a) the Council, with the technical contribution of CAEP, to update the Annex 16, Volume IV and Environmental Technical Manual, Volume IV, as appropriate;
  - b) the Council, with the technical contribution of CAEP, to continue to develop and update the ICAO CORSIA documents referenced in Annex 16, Volume IV related to: ICAO CORSIA CO<sub>2</sub> Estimation and Reporting Tool; CORSIA eligible fuels; CORSIA emissions units criteria (EUC); and CORSIA Central Registry, as appropriate;
  - c) the Council to develop and update the ICAO CORSIA document referenced in Annex 16, Volume IV related to the eligible emissions units for use by the CORSIA, considering the recommendations of the TAB;
  - d) the Council to maintain and update the CORSIA Central Registry under the auspices of ICAO to enable the reporting of relevant information from Member States to ICAO;
  - e) the Council to continue to oversee the implementation of the CORSIA, with support provided by the CEC and CAEP, as appropriate; and
  - f) Member States to take the necessary action to ensure that national policies and regulatory frameworks are established for the compliance and enforcement of the CORSIA, in accordance with the timeline set forth by Annex 16, Volume IV;
20. *Recalls* its decision at the 39th Session that emissions units generated from mechanisms established under the UNFCCC and the Paris Agreement are eligible for use in CORSIA, provided that they align with decisions by the Council, with the technical contribution of TAB and CAEP, including on avoiding double counting and on eligible vintage and timeframe;
21. *Decides* that ICAO and Member States take all necessary actions in providing the capacity building and assistance and building partnerships for implementation of the CORSIA, in accordance with the timeline set forth in Annex 16, Volume IV, including through the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme that includes the organization of seminars, development of outreach materials, and establishment of CORSIA partnerships among States, while emphasizing the importance of a coordinated approach under the umbrella of ICAO for undertaking capacity building and assistance activities;
22. *Recalls* its decision at the 39th Session that the CORSIA will use emissions units that meet the Emissions Unit Criteria (EUC) in paragraph 19 above;
23. *Requests* the Council to promote the use of emissions units generated that benefit developing States, and *encourages* States to develop domestic aviation-related projects; and

24. *Requests* the Council to explore further development of aviation-related methodologies for use in offsetting programmes, including mechanisms or other programmes under the Paris Agreement, and *encourages* States to use such methodologies in taking actions to reduce aviation CO<sub>2</sub> emissions, which could further enable the use of credits generated from the implementation of such programmes by the CORSIA, without double-counting of emissions reduction.

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**Amendments to the CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES AND PRACTICES RELATED TO ENVIRONMENTAL PROTECTION – CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA)**

**presented by the ICAO Council**

**(Presented by China) <sup>1</sup>**

*Whereas* Assembly Resolution A38-18 decided to develop a global market-based measure (GMBM) scheme for international aviation, for decision by the 39th Session of the Assembly;

*Recalling* that Assembly Resolution A38-18 requested the Council, with the support of Member States, to identify the major issues and problems, including for Member States, and make a recommendation on a GMBM scheme that appropriately addresses them and key design elements, including a means to take into account special circumstances and respective capabilities, and the mechanisms for the implementation of the scheme from 2020 as part of a basket of measures which also include technologies, operational improvements and sustainable aviation fuels to achieve ICAO's global aspirational goals;

*Whereas* Assembly Resolution A39-3 decided to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as part of a basket of measures which also include aircraft technologies, operational improvements and sustainable aviation fuels to achieve ICAO's global aspirational goals;

~~*Recognizing* that ICAO is the appropriate forum to address emissions from international aviation, and the significant amount of work undertaken by the Council, its Climate and Environment Committee (CEC), its Technical Advisory Body (TAB) and its Committee on Aviation Environmental Protection (CAEP) to support the implementation of CORSIA;~~

~~*Welcoming*~~ *Noting* the adoption of the first edition of Annex 16 – *Environmental Protection*, Volume IV – *CORSIA*, the provisions of which include Monitoring, Reporting and Verification (MRV) procedures for CORSIA;

~~*Also welcoming*~~ *noting* the publication of the second edition of *Environmental Technical Manual* (ETM, Doc 9501), Volume IV – *Procedures for demonstrating compliance with the CORSIA*;

~~*Welcoming*~~ *Noting* the progress made for the development and update of ICAO CORSIA Implementation Elements, which are reflected in 14 ICAO documents directly referenced in Annex 16, Volume IV, containing materials that are approved by the Council, and are essential for the implementation of CORSIA;

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<sup>1</sup> N.B.: The following text reflects the amendments proposed orally by the Delegation of the People's Republic of China to the proposed draft Resolution 18/1 (paragraph 18.20, refers), and which were originally appended to the final report of the Executive Committee to the Plenary (A41-WP/659 P/55).

*Welcoming* the establishment by the Council of the Technical Advisory Body (TAB), with the mandate to make recommendations to the Council on the CORSIA eligible emissions units;

*Recognizing* the importance of a coordinated approach for capacity building activities by ICAO and its Member States, in cooperation with the aviation industry, to support the implementation of CORSIA, in particular through the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme that includes the organization of seminars, development of outreach materials, and establishment of CORSIA partnerships among States, which have been ~~instrumental~~ inductive to the successful implementation of MRV requirements by States and reporting of annual CO<sub>2</sub> emissions to the CORSIA Central Registry;

*Welcoming* the increasing number of announcements by Member States of their intention to voluntarily participate in CORSIA in the pilot phase from 2021, with the voluntary participation of 88 States for 2021, 107 States for 2022, and 115 States for 2023;

*Recognizing* that a fair and just implementation approach and strong capacity-building activities can facilitate the decision of Member States to voluntarily participate in CORSIA;

*Recalling* the decision of the Council (June 2020) on the use of 2019 emissions instead of 2020 emissions for the implementation of relevant CORSIA design elements (i.e., CORSIA baseline, reference year for calculating an aeroplane operator's offsetting requirements, and new entrant threshold) during the pilot phase, in light of the COVID-19 pandemic and providing safeguard against inappropriate economic burden on aeroplane operators;

~~*Recognizing*~~ Also *Recalling* the completion of the 2022 periodic review of CORSIA by the Council with the technical contribution of CAEP, including the analyses on the impact of the COVID-19 pandemic and its CO<sub>2</sub> recovery scenarios on CORSIA baseline beyond the pilot phase;

*Noting* the support of the aviation industry for CORSIA as a single global carbon offsetting scheme, as opposed to a patchwork of unilateral State and regional MBMs on third-party aircraft operators, as a cost effective measure to complement a broader package of measures including technology, operations and infrastructure measures;

*Recognizing* that MBMs should not be duplicative and international aviation CO<sub>2</sub> emissions should be accounted for only once;

*Emphasizing* that the decision by the 39th Session of the Assembly to implement the CORSIA reflects the strong support of Member States for a global solution for the international aviation industry, as opposed to a possible patchwork of unilateral State and regional MBMs on third-party aircraft operators;

*Reaffirming* the concern with the use of international civil aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, and that MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;

*Recalling* the United Nations Framework Convention on Climate Change (UNFCCC) and the Paris Agreement and *acknowledging* its principle of common but differentiated responsibilities and respective capabilities, in light of different national circumstances;

*Also acknowledging* the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention;

*Recognizing* that the work related to CORSIA and its implementation will contribute to the achievement of the goals set out in the Paris Agreement adopted under the UNFCCC;

*Whereas* the UNFCCC and the Paris Agreement provide for mechanisms, such as the Clean Development Mechanism (CDM) and a new market mechanism under the Paris Agreement, to contribute to the mitigation of GHG emissions to support sustainable development, which benefit developing States in particular;

*Welcoming the cooperation between the UNFCCC and ICAO on the development of CDM methodologies for aviation;*

*Recognizing* that this Resolution does not set a precedent for or prejudice the outcome of negotiations under the UNFCCC, the Paris Agreement, or other international agreements, ~~nor represent the position of the Parties to the UNFCCC, the Paris Agreement, or other international agreements;~~

*The Assembly:*

1. *Resolves* that this Resolution, together with Resolution A40-17A41-xx: *Consolidated statement of continuing ICAO policies and practices related to environmental protection - General provisions, noise and local air quality* and Resolution A40-18A41-xx: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*, supersede Resolutions A40-17, A40-18 and A40-19 and constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection;

2. *Acknowledges* the progress achieved on all elements of the basket of measures available to address CO<sub>2</sub> emissions from international aviation, including aircraft technologies, operational improvements, sustainable aviation fuels and CORSIA, and *affirms* the preference for the use of aircraft technologies, operational improvements and sustainable aviation fuels that provide the environmental benefits within the aviation sector;

3. *Also acknowledges* that, despite this progress, the environmental benefits from aircraft technologies, operational improvements and sustainable aviation fuels may not deliver sufficient CO<sub>2</sub> emissions reductions to address the growth of international air traffic, in time to achieve the sustainable development of aviation ~~achieve the global aspirational goal of keeping the global net CO<sub>2</sub> emissions from international aviation from 2020 at the same level;~~

4. *Emphasizes* the role of CORSIA to complement a broader package of measures to achieve the sustainable development of aviation ~~the global aspirational goal~~, without imposing inappropriate economic burden on international aviation;

5. *Recalls* its decision at the 39th Session to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) to address any annual increase in total CO<sub>2</sub> emissions from international civil aviation (i.e. civil aviation flights that depart in one country and arrive in a different country) above the 2020 levels *Requests* States to make nationally determined plans to implement a GMBM scheme in the form of Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), as their contributions to the ICAO agreed global aspirational goals, taking into account their common but differentiated responsibilities and special circumstances and respective capabilities;

6. *Requests* the Council to continue to ensure all efforts to make further progress on aircraft technologies, operational improvements and sustainable aviation fuels be taken by Member States and

reflected in their action plans to address CO<sub>2</sub> emissions from international aviation, and to monitor and report the progress on implementation of action plans, and that a methodology should be developed to ensure that an aeroplane operator's offsetting requirements under the scheme in a given year can be reduced through the use of CORSIA eligible fuels (i.e., CORSIA sustainable aviation fuels and CORSIA lower carbon aviation fuels), so that all elements of the basket of measures are reflected;

7. *Request* the Council to continuously monitor the implementation of all elements of the basket of measures, and consider the necessary policies and actions to ensure that progress is achieved in all of the elements in a balanced way with an increasing percentage of emissions reductions accruing from non-MBM measures over time;

8. *Acknowledges* special circumstances and respective capabilities of States, in particular developing States, in terms of vulnerability to the impacts of climate change, economic development levels, and contributions to international aviation emissions, among other things, recognizing that developed countries should undertake more ambitious absolute emission reduction targets for their aviation to offset an increase in emissions from the growth of air transport in developing States so as to minimize market distortion;

9. *Recalls* its decision at the 39th Session on the use of a phased implementation for the CORSIA to accommodate the special circumstances and respective capabilities of States, in particular developing States, while minimizing market distortion, as follows:

- a) Pilot phase applies from 2021 through 2023 to States that have volunteered to participate in the scheme. States participating in this phase may determine the basis of their aeroplane operator's offsetting requirements from paragraph 11 e) i) below;
- b) First phase applies from 2024 through 2026 to States that voluntarily participate in the pilot phase, as well as any other States that volunteer to participate in this phase, with the calculation of offsetting requirements in paragraph 11 a) below;
- c) All States are strongly encouraged to voluntarily participate in the pilot phase and the first phase, noting that developed States, which have already volunteered, are taking the lead, and that several other States have also volunteered;
- d) The Secretariat will make public on the ICAO website updated information on the States that volunteered to participate in the pilot phase and first phase;
- e) Second phase applies from 2027 through 2035 to all States that have an individual share of international aviation activities in RTKs in year 2018 above 0.5 per cent of total RTKs or whose cumulative share in the list of States from the highest to the lowest amount of RTKs reaches 90 per cent of total RTKs, except Least Developed Countries (LDCs), Small Island Developing States (SIDS) and Landlocked Developing Countries (LLDCs) unless they volunteer to participate in this phase;
- f) States that are exempted or have not yet participated are strongly encouraged to voluntarily participate in the scheme as early as possible, in particular those States that are members of a regional economic integration organization. States who decide to voluntarily participate in the scheme, or decide to discontinue the voluntary participation from the scheme, may only do so from 1 January in any given year and they shall notify ICAO of their decision by no later than 30 June of the preceding year;

- g) Starting in 2022, the Council will conduct a review of the implementation of the CORSIA every three years in accordance with the guiding principles for the design, implementation and review of market-based measures (MBMs) for international aviation, including its impact on the growth of international aviation, which serves as an important basis for the Council to consider whether it is necessary to make adjustments to the next phase or compliance cycle and, as appropriate, to recommend such adjustments to the Assembly for its decision;

10. *Recalls* its decision at the 39th Session that the CORSIA shall apply to all aeroplane operators on the same routes between States with a view to minimizing market distortion, as follows:

- a) all international flights on the routes between States, both of which are included in the CORSIA by paragraph 9 above, are covered by the offsetting requirements of the CORSIA;
- b) all international flights on the routes between a State that is included in the CORSIA and another State that is not included in the CORSIA by paragraph 9 above are exempted from the offsetting requirements of the CORSIA, while retaining simplified reporting requirements; and
- c) all international flights on the routes between States, both of which are not included in the CORSIA by paragraph 9 above, are exempted from the offsetting requirements of the CORSIA, while retaining simplified reporting requirements;

11. *Recalls* its decision at the 39th Session and *further decides* that the amount of CO<sub>2</sub> emissions required to be offset by an aeroplane operator in a given year from 2021 is strongly encouraged to be calculated every year as follows, though each participating State may adopt and publicize calculation methodologies in its nationally determined plan to implement the CORSIA:

- a) an aeroplane operator's offset requirement = [ % Sectoral × (an aeroplane operator's emissions covered by CORSIA in a given year × the sector's growth factor in the given year)] + [ % Individual × (an aeroplane operator's emissions covered by CORSIA in a given year × that aeroplane operator's growth factor in the given year);
- b) where the sector's growth factor from 2021 through 2023=( total emissions covered by CORSIA in a given year-total emissions covered by CORSIA in 2019)/total emissions covered by CORSIA in the given year and the sector's growth factor from 2024 through 2035=(total emissions covered by CORSIA in the given year-85% of total emissions covered by CORSIA in 2019)/total emissions covered by CORSIA in the given year;
- c) where the aeroplane operator's growth factor from 2033 through 2035 = (the aeroplane operator's emissions covered by CORSIA in the given year –85% of the aeroplane operator's emissions covered by CORSIA in 2019) / the aeroplane operator's emissions covered by CORSIA in the given year;
- d) where the % Sectoral = (100% – % Individual) and;
- e) where the % Sectoral and % Individual will be applied as follows:
  - i) from 2021 through 2023, 100% sectoral and 0% individual, though each participating State may choose during this pilot phase whether to apply this to:
    - a) an aeroplane operator's emissions covered by CORSIA in a given year, as stated above, or

- b) an aeroplane operator's emissions covered by CORSIA in 2019;
  - ii) from 2024 through 2026, 100% sectoral and 0% individual;
  - iii) from 2027 through 2029, 100% sectoral and 0% individual;
  - iv) from 2030 through 2035<sup>2</sup>, 100% sectoral and 0% individual;
  - ~~v) from 2033 through 2035, 85% sectoral and 15% individual;~~
  - f) the aeroplane operator's emissions and the total emissions covered by CORSIA in the given year do not include emissions exempted from the scheme in that year;
  - g) the scope of emissions in paragraphs 11 b) and 11 c) above will be recalculated at the start of each year to take into account routes to and from all States that will be added due to their voluntary participation or the start of a new phase or compliance cycle;
12. *Recalls* its decision at the 39th Session *and further decides* that a new entrant<sup>1</sup> is exempted from the application of the CORSIA for three years or until the year in which its annual emissions exceed 0.1 per cent of total emissions in 2019, whichever occurs earlier. From the subsequent year, the new entrant is included in the scheme and treated in the same way as the other aeroplane operators;
13. *Recalls* its decision at the 39th Session that, notwithstanding with the provisions above, the CORSIA does not apply to low levels of international aviation activity with a view to avoiding administrative burden: aeroplane operators emitting less than 10,000 metric tonnes of CO<sub>2</sub> emissions from international aviation per year; aeroplane with less than 5,700 kg of Maximum Take Off Mass (MTOM); or humanitarian, medical and firefighting operations;
14. *Recalls* its decision at the 39th Session that the emissions that are not covered by the scheme, as the results of phased implementation and exemptions, are not assigned as offsetting requirements of any aeroplane operators included in the scheme;
15. *Recalls* its decision at the 39th Session on a three year compliance cycle, starting with the first cycle from 2021 to 2023, for aeroplane operators to reconcile their offsetting requirements under the scheme, while they report the required data to the authority designated by the aeroplane operator's State of registry every year;
16. *Recalls* its decision at the 39th Session on the need to provide for safeguards in the CORSIA to ensure the sustainable development of the international aviation sector and against inappropriate economic burden on international aviation, and *requests* the Council to decide the basis and criteria for triggering such action and identify possible means to address these issues;
17. *Recalls* its decision at the 39th Session that a periodic review of the CORSIA is undertaken by the Council, with the technical contribution of CAEP, for consideration by the Assembly, every three years from 2022 for the purpose referred to in paragraph 9 g) above and to contribute to the sustainable

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<sup>1</sup> A new entrant is defined as any aeroplane operator that commences an aviation activity falling within the scope of Annex 16, Volume IV on or after its entry into force and whose activity is not in whole or in part a continuation of an aviation activity previously performed by another aeroplane operator.

development of the international aviation sector and the effectiveness of the scheme. This will involve, inter alia:

- a) assessment of: progress towards achieving the ICAO's global aspirational goals; the scheme's market and cost impact on all States, especially developing countries and their aeroplane operators and on international aviation; and the functioning of the scheme's design elements;
- b) consideration of the scheme's improvements that would support the purpose of the Paris Agreement, in particular its long-term temperature goals; and update the scheme's design elements to improve implementation, increase effectiveness, and minimize market distortion, taking into account the consequential impact of changing the scheme's design elements, e.g., to MRV requirements; and
- c) a special review by the end of 2032 on termination of the scheme, its extension or any other improvements of the scheme beyond 2035, including consideration of the contribution made by aircraft technologies, operational improvements and sustainable aviation fuels towards achieving the ICAO's environmental objectives;

18. *Determines* that the CORSIA is the only global market-based measure applying to CO<sub>2</sub> emissions from international aviation so as to avoid a possible patchwork of duplicative a unilateral State or regional MBMs on third-party aircraft operators, thus ensuring that international aviation CO<sub>2</sub> emissions should be accounted for only once;

19. *Requests* the following actions be taken for implementation of the CORSIA:

- a) the Council, with the technical contribution of CAEP, to update the Annex 16, Volume IV and Environmental Technical Manual, Volume IV, as appropriate;
- b) the Council, with the technical contribution of CAEP, to continue to develop and update the ICAO CORSIA documents referenced in Annex 16, Volume IV related to: ICAO CORSIA CO<sub>2</sub> Estimation and Reporting Tool; CORSIA eligible fuels; CORSIA emissions units criteria (EUC); and CORSIA Central Registry, as appropriate;
- c) the Council to develop and update the ICAO CORSIA document referenced in Annex 16, Volume IV related to the eligible emissions units for use by the CORSIA, considering the recommendations of the TAB;
- d) the Council to maintain and update the CORSIA Central Registry under the auspices of ICAO to enable the reporting of relevant information from Member States to ICAO;
- e) the Council to continue to oversee the implementation of the CORSIA, with support provided by the AGC CEC and CAEP, as appropriate;
- f) the Council to initiate a programme or mechanism on technical review of States' nationally determined plans to implement the CORSIA, by establishing an advisory board of experts promoted by States, and make suggestions for improvement for States' consideration. No States shall be guilty of an infraction of the resolution if it fails to carry out these suggestions.

- f) Member States continue to improve their nationally determined plans to implement the CORSIA, including taking the necessary action to establish national policies and regulatory frameworks based on its national circumstances and respective capabilities, in light of the requirements set forth by Annex 16, Volume IV, while recognizing the need to support developing countries for their effective implementation of the CORSIA; ~~Member States to take the necessary action to ensure that national policies and regulatory frameworks are established for the compliance and enforcement of the CORSIA, in accordance with the timeline set forth by Annex 16, Volume IV~~

20. ~~Recalls its decision at the 39th Session~~ *Decides* that emissions units generated from mechanisms established under the UNFCCC and the Paris Agreement and/or those accredited by States are eligible for use in CORSIA, ~~provided that they align with decisions by the Council, with the technical contribution of TAB and CAEP, including on avoiding double counting and on eligible vintage and timeframe;~~

21. *Decides* that ICAO and Member States take all necessary actions in providing the capacity building and assistance and building partnerships for implementation of the CORSIA, in accordance with the timeline set forth in Annex 16, Volume IV, including through the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme that includes the organization of seminars, development of outreach materials, and establishment of CORSIA partnerships among States, while emphasizing the importance of a coordinated approach under the umbrella of ICAO for undertaking capacity building and assistance activities;

22. *Decides* that the CORSIA will *prioritize the use of* emissions units that meet the Emissions Unit Criteria (EUC) in paragraph 19 above;

23. *Requests* the Council to promote the use of emissions units generated that benefit developing States, and *encourages* States to develop domestic aviation-related projects; and

24. *Requests* the Council to explore further development of aviation-related methodologies for use in offsetting programmes, including mechanisms or other programmes under the UNFCCC and its Paris Agreement, and *encourages* States to use such methodologies in taking actions to reduce aviation CO<sub>2</sub> emissions, which could further enable the use of credits generated from the implementation of such programmes by the CORSIA, without double-counting of emissions reduction.

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## **Agenda Item 19: Multilingualism at ICAO**

19.1 The Committee reviewed A41-WP/44, recognizing multilingualism as a fundamental principle to achieve ICAO's objectives. The paper outlined the measures implemented to promote multilingualism in ICAO, based on parity and quality of services, optimization of available resources, adherence to UN best practices in language services, as well as development and use of enhanced innovative tools. The approval of the ICAO Multilingualism Strategy was listed as a major achievement in this area.

19.2 The Committee also reviewed A41-WP/117, presented by China. The paper highlighted the importance of multilingualism in the achievement of ICAO's Strategic Objectives and the implementation of Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services (PANS) and the No Country Left Behind initiative. It provided an overview of the effectiveness of the Convention on International Civil Aviation in six languages, calling for the ratification of the Arabic and Chinese texts of the Convention by Member States. The Committee noted that ICAO should continue to support multilingualism as a fundamental principle of the Organization through implementation of the

related strategy as well as outreach and promotion, including treaty events. Member States were also urged to cooperate with the Secretariat to support multilingualism.

19.3 Furthermore, the Committee reviewed A41-WP/343, presented by the Russian Federation. The paper provided an overview of ICAO language services in the context of the COVID-19 pandemic. Concern was raised over lower quality interpretation, increased costs for ICAO and the workload of staff interpreters. Language services were essential to avoid discrimination, achieve ICAO's Strategic Objectives and ensure implementation of SARPs, PANS and the No Country Left Behind initiative. In that regard, these services must be adequately staffed with highly qualified professionals familiar with aviation topics and terminology. The Secretary-General should ensure that multilingualism would not be undermined by pandemic-related measures, and ICAO should support it in the context of enhanced productivity and new technologies.

19.4 The Committee also reviewed A41-WP/365, presented by Chile and co-sponsored by the 22 Member States of LACAC and Guyana. The paper highlighted the importance of the Global Air Navigation Plan (GANP) given its crosscutting nature in relation to ICAO's Strategic Objectives and its impact on the planning and implementation of air navigation solutions. Given the important elements contained in the GANP, the correct, uniform and unambiguous interpretation of its terms was essential.

19.5 Finally, the Committee reviewed A41-WP/426, presented by the Bolivarian Republic of Venezuela and supported by 20 Member States of LACAC. The paper highlighted the critical role of multilingualism in promoting linguistic and cultural diversity, efficiency, transparency and the principles of international law, as well as in achieving ICAO's Strategic Objectives and the No Country Left Behind initiative. Equality among ICAO's six official languages must be safeguarded to maintain seamless communication in all official languages. Concrete initiatives should be proposed to address shortcomings in the timely dissemination of information and the principle of equal opportunity, with a view to improving the provision of language services, events, training, and other initiatives.

19.6 The Committee noted the Council working paper as well as those submitted by States.

19.7 The Committee emphasized that multilingualism is a fundamental principle to achieve the goals of ICAO in accordance with Assembly Resolution A37-25. Language services are an integral part of every ICAO programme and are essential to the fulfilment of the Strategic Objectives of the Organization and to the implementation of SARPs and PANS. Furthermore, language services are a key requirement of the No Country Left Behind (NCLB) initiative and of ICAO's communications with Member States.

19.8 The Committee expressed overwhelming support for the new ICAO Multilingualism Strategy, which is based on UN and ICAO resolutions. It thanked the Secretariat for overcoming significant challenges over the years to uphold multilingualism. The Committee also noted that the Secretariat has achieved significant progress since A40 in reinforcing multilingualism. However, more action, staff and resources would be needed in this area to improve ICAO's efficiency and effectiveness, including the use of best practices and innovative technologies.

19.9 It was clarified that the ICAO multilingualism strategy reaches beyond language services to include the development of staff members' capabilities to serve the world of international civil aviation in all its diversity. This calls for a change in mind-set aimed at bolstering ICAO's capacity to deliver. In this regard, language services should be considered as a key asset. The Committee called for an action plan that will be implemented during the next triennium and reported on at the next Assembly.

19.10 The Committee noted ICAO's continued efforts to provide quality language services, while facing the challenge of increased demand and diminishing resources, and noted with appreciation the

sustained efforts being made to streamline processes and operations in order to increase efficiency and effectiveness.

19.11 Clarifications were provided on the translation of the Global Air Navigation Plan. Indeed, the 13th Air Navigation Conference (2019) had recommended that “ICAO make available the GANP global strategic level (printable) in the six ICAO languages”, which had been translated and was available on the GANP Portal. The translation of the global technical level or the regional and national levels of the GANP would require enormous resources, not only in terms of translation but also in terms of IT development and maintenance.

19.12 Some States encouraged their counterparts to ratify the Arabic and Chinese texts of the *Convention on International Civil Aviation* to promote understanding and implementation of its objectives and principles by users of these two languages and safeguard sound, orderly and efficient development of international civil aviation activities.

19.13 Moreover, some States requested the addition of Portuguese as a working language to support ICAO’s work. The Secretariat acknowledged the request, but pointed out that current ICAO policies and budget only cater to the six UN languages. However, voluntary contributions from Member States would be welcome in the form of secondments of language specialists and financial support for special projects.

19.14 To conclude, the Committee was informed that the first Arabic - English aviation Dictionary has been produced by the Arab Civil Aviation Organization.

19.15 Having considered A41-WP/44, 117, 343, 365 and 426, and in light of the discussion, the Committee recommended that the Assembly, recognizing multilingualism as a fundamental principle to achieve the goals of ICAO,

- a) request the Council to closely monitor the implementation of the policies and decisions it had adopted to enhance efficiency and effectiveness on language service matters;
- b) request ICAO to implement fully the Multilingualism Strategy, which would include an Action Plan for its implementation, and to report the progress achieved to the 42<sup>nd</sup> Assembly; and
- c) urge Member States to actively collaborate with ICAO, including through partnerships, secondments or voluntary contributions, to promote multilingualism as an integral part of the Organization’s programmes and activities.

## **Agenda Item 20: Increasing the efficiency and effectiveness of ICAO**

20.1 The Committee noted the key achievements of and progress made by the Governing Bodies and the Secretariat to improve the efficiency and effectiveness of the Organization, presented in WP/43 Revision No.1. It appreciated the on-going efforts in this area of work, including the development of the ICAO Business Plan (BP) through a Results Based Management (RBM) approach, Accountability Framework, Enterprise Risk Management (ERM), and the measures for further improvements during the 2023-2024-2025 triennium.

20.2 The Committee agreed to recommend the amendments proposed in the draft Resolution included in Appendix B of WP/43 Revision No.1 for adoption by the Assembly.

20.3 The Committee considered WP/389 presented by Indonesia regarding “Global standards related to the design, certification and operations of water aerodromes”. It noted that work is already underway and a comprehensive project with proposed timelines for deliverables will be reviewed by the Air Navigation Commission later this year, in accordance with the established procedure.

20.4 The Committee considered WP/332 presented by the Republic of Korea regarding “Considerations for Facilitating Electronic Distribution of ICAO State Letters”. The Committee recommends to the Assembly that ICAO will take the recommendations for further analysis as part of its digital transformation initiative.

20.5 The Committee noted the information papers WP/543 presented by the Kingdom of Saudi Arabia regarding “Water Aerodromes Regulatory Framework”, and WP/604 presented by the Hermes – Air Transport Organisation regarding “Resilience and Efficiency through Leadership and Cooperation”.

20.6 In light of the discussion, the Committee agreed to submit for adoption by the Plenary, the following resolution:

**Resolution 20/1: Increasing the Efficiency and Effectiveness of ICAO**

*Whereas* ICAO has effectively and efficiently fulfilled its functions in accordance with Part II of the *Convention on International Civil Aviation* (the Chicago Convention);

*Whereas* the fundamental objectives of the Organization expressed in Article 44 of the Chicago Convention and the functions of the Council expressed in Articles 54 and 55 remain paramount;

*Whereas* the Organization is facing new and rapidly evolving challenges of a technological, economic, environmental, social and legal natures; and

*Whereas* there is a need for the Organization to respond efficiently and effectively to these challenges;

*Whereas* ICAO needs to recruit, cultivate, and retain a highly-qualified, flexible, motivated, and -high performing workforce to address traditional and emerging issues and meet States’ changing needs;

*Whereas* ICAO needs innovative new partnerships with stakeholders who can apply complementary information, expertise, viewpoints, and resources toward ICAO’s strategic objectives;

*Whereas* ICAO’s organizational performance and ability to access additional funding from public and private sources are key factors affecting its delivery of programmes, training, capacity building, and assistance to States;

*Whereas* States, stakeholders, and funding organizations require timely, accurate, and comprehensive information about ICAO’s activities, policies, and performance;

*The Assembly:*

1. *Expresses appreciation* to the Council and the Secretary General for the progress made in developing the ICAO 2023-2025 Business Plan following Results-based Management principles and on the efforts undertaken to improve the performance monitoring and reporting framework;

2. *Endorses* the decisions already made by the Council to develop a Business plan on a triennial basis, to continue its efforts to transition ICAO towards a Results Based Management (RBM) organization and to establish an oversight mechanism which includes an annual review of progress ~~through the Corporate Management Reporting Tool (CMRT);~~

3. *Directs* the Council and the Secretary General, within their respective competencies, to:

a) develop a robust Accountability Framework, as well as its implementation and oversight mechanisms, taking into consideration the necessity to ensure consistency between the various elements constitutive of an accountability system, including Strategic Framework and Performance Management, Internal Controls, ethical standards and integrity, and oversight functions;

ba) prepare a Business Plan once every triennium in association with a systematic planning process and a RBM approach which improves effectiveness, transparency and accountability and which drives the development of the Regular Programme Budget;

c) develop a review process of the Business Plan to take into account new developments occurring during the triennium;

db) make the Business Plan available to Contracting States and present the current version, during the triennium concerned, to each ordinary session of the Assembly;

ee) take further concrete steps to increase transparency, improve the work place environment, develop innovative new partnerships with external stakeholders, increase organizational effectiveness and assure that consensus-based results remain a core value and objective of ICAO and its subject matter expert bodies, and mobilize additional resources for greater delivery; and

fd) avoid any actual, potential or perceived conflict of interest when developing partnerships and accessing voluntary funding.

4. *Directs* the Council to:

a) continue to streamline the working methods and procedures of the Assembly with a view to increased accountability, transparency, simplification and efficiency;

~~b) undertake an intensive review of the decision-making processes, working methods and procedures of the Council and its subsidiary bodies with a view to streamlining, delegating authority and improving the cost-effectiveness of the Organization; and~~

be) ensure the effectiveness of the oversight mechanism, with independent reporting procedure to the Council, to provide programme effectiveness, transparency, trust, participation, and accountability; and

c) Continue to review the governance structure of ICAO and its capacity for more effective, simple, accountable, and transparent decision-making, including the delineation and allocation of responsibilities between the Secretariat and the Governing Body, as well as how the review the triennial cycle of the Assembly and budget of the organization can support this enhanced decision-making.

5. *Invites* the Secretary General, within his or her competence, to continue to take initiatives for improving the effectiveness and efficiency of the Organization through procedural, managerial and administrative reforms, and to report thereon to the Council;

6. *Invites* the Council and the Secretary General, in implementing Clauses 3 through 5 above, to take due account of the non-exhaustive list of considerations in the Appendix to this resolution; and
7. *Declares* that this Resolution supersedes ~~A31-2~~ A40-20 on increasing the effectiveness of ICAO.

### **LIST OF CONSIDERATIONS FOR ACHIEVING A MORE EFFICIENT AND EFFECTIVE ICAO**

#### *Systematic planning process* (Clause 3 b) of the resolution)

- a) establish a direct and transparent linkage between the Business Plan and the Regular Programme Budget;
- b) establish procedures for the development of the Regular Programme Budget which focus on the allocation of resources at a strategic and expected results level rather than on administrative detail (“top down” rather than “bottom up”);
- c) establish procedures for ~~setting Strategic objectives, expected results, key activities, deliverables and targets, together with the application of performance indicators~~ results –focused reporting aligned with the Strategic Objectives and Output based on the performance indicators, milestones and targets as defined in the Business plan;
- d) develop, within the framework of the Business Plan, more specific plans by Strategic Objective and ensure coordination and joint actions across all Strategic Objectives, Bureaus and Regional Offices;
- e) undertake reviews of progress on implementation of the Business Plan on an ongoing basis within the Secretariat and on a periodic basis by the Council and subsidiary bodies; and
- f) update and roll forward the Business Plan itself at least triennially.

#### ~~Working methods and procedures of the Assembly~~ (Clause 4 a) of the resolution)

- ~~g) simplify the Agenda and reduce documentation, with focus on matters of strategy and high level policy, main areas of priority and allocation of resources;~~ g)-simplify the Agenda and reduce documentation, with focus on matters of strategy and high-level policy, main areas of priority and allocation of resources;
- ~~h) respect deadlines set for preparing and distributing documentation;~~
- ~~i) provide more extensive briefing to elected officers;~~
- ~~j) streamline reporting procedures, in particular avoiding non-essential duplication of presentation and consideration of the same documents in different bodies;~~ Sh)-streamline reporting procedures, in particular avoiding non-essential duplication of presentation and consideration of the same documents in different bodies;
- ~~k) eliminate the requirement for minutes of meetings of Commissions (as with suspension in the present Session);~~
- ~~l) improve the procedures for presenting general statements and the observance of indicated meeting hours; and~~

~~m) introduce more modern and efficient voting procedures, especially for the election of the Council.~~

~~*Note—Where amendments to the Standing Rules of Procedure of the Assembly (Doc 7600) are required, States need to be advised well in advance of the next ordinary session of the Assembly in order that the amendments can be adopted at the outset of the Session for immediate effect.*~~

*Review process of the Business Plan (Clause 3 c)*

The review of the Business Plan after its endorsement must consider:

- a) which elements of the Business Plan are subject to review and who can propose and accept them; and
- b) the necessary trigger elements to justify the review and how the improvements must be registered and monitored.

Oversight mechanism (Clause 4 c) of the resolution)

The emphasis here is on a vigorous **procedure** for reporting **independently and directly** to the Council on the effectiveness, transparency and accountability of all ICAO programmes. In accordance with common audit practice, the Secretary General would have the opportunity to comment on the independent reports, but not to ~~alter~~ change them.

*Other measures for improving the effectiveness and efficiency of the Organization (Clause 5 of the resolution)*

- a) introduce procedures for more timely development or amendment as required of instruments of air law, ICAO Standards and Recommended Practices, and Regional Air Navigation Plans;
- b) increase emphasis on encouraging national ratification of instruments of air law and implementation of ICAO Standards and Recommended Practices to the greatest extent possible worldwide;
- c) improve and speed up communications with Contracting States, particularly as they relate to Standards and Recommended Practices, including more widespread use of electronic transmission;
- d) strengthen the degree of autonomy given to the regional planning process and the associated authority and resources given to the ICAO Regional Offices, while ensuring adequate coordination at the global level;
- e) examine the relationship between ICAO and other bodies (aviation and relevant non-aviation, global and regional) with a view to defining respective areas of responsibility, eliminating overlap and establishing joint programmes where relevant;
- f) provide for adequate participation in ICAO activities by all interested parties in the aviation community, including service providers, ~~and~~ industry ~~and relatives of victims of air accidents~~;
- g) streamline the scheduling and documentation, and reduce the duration, of ICAO meetings in general; ~~and~~
- ~~h) protect the intellectual property of ICAO using digital rights management; and~~

hi) consider the advisability and feasibility of calling on external expertise as required to assist in any of the above.

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### **Agenda Item 21: United Nations 2030 Agenda - Sustainable Developments Goals (SDGs)**

21.1 The Committee reviewed WP/55, presented by the Council, which showcased the activities undertaken by the organization to advocate the benefits of aviation in support of the Sustainable Development Goals (SDGs) of the 2030 Agenda for Sustainable Development, as well as the important strides made in the area of partnerships.

21.2 The Committee expressed general support of the paper, and encouraged ICAO to continue its leadership in support of the achievement of the 2030 Agenda for Sustainable Development, in line with the ICAO No Country Left Behind Initiative.

21.3 The Committee further encouraged ICAO to work with the United Nations Development Coordination System under the strategic leadership of the UN Resident Coordinators to facilitate strategic conversations on aviation as well as how to better integrate aviation through national planning and the United Nations Sustainable Development Group (UNSDG).

21.4 The Committee took note of a suggestion made by a Member State to include in the revised draft Resolution, a reference to paragraph 30 of the United Nations Assembly Resolution A/RES/70/1. The Committee did not support this proposal.

21.5 The Committee underscored the importance of analysing the impacts of aviation on sustainable development and the 17 SDGs. It further was reminded of the mapping analysis undertaken by ICAO to illustrate how its work around the Organization's five Strategic Objectives supports the 17 SDGs. The Committee was informed that the aforementioned analysis would be updated in 2023.

21.6 The Committee further agreed to amend the draft Resolution as appended to WP/55 to include a reference to the challenges and needs of the least developed countries in Africa.

21.7 In this connection, the Committee recommended to the Assembly to adopt the revised Assembly Resolution which is contained in the Appendix to WP/55.

21.8 The Committee further reviewed WP/149 presented by Bangladesh in relation to the importance of national aviation policies or master planning to advance socio-economic development of States. In this respect, the Committee agreed with the actions outlined in WP/149 presented by Bangladesh, encouraging ICAO to develop guidance material on civil aviation planning, and to provide assistance to States through global and regional webinars, workshops and training to enhance their capacity building in developing and implementing their civil aviation plans and strategies. The Committee further was informed that the work on the proposed actions, specifically in relation to the guidance material on National Aviation Planning Framework, as well as the relevant training activities are in progress.

21.9 The Committee noted Information Papers WP/71 presented by IATA, WP/178 presented jointly by IATA, ACI, CANSO, IBAC, ICCAIA, and WP/540 presented by ILO, IFALPA and International Transport Workers' Federation (ITF). With respect to information paper WP/71, the relevance of circular economy was raised as an item of interest for further work by ICAO.

21.10 In light of the discussion, the Committee agreed to submit for adoption by the Plenary, the following resolution:

**Resolution 21/1: Aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development**

*Recognizing* that air transport is a catalyst for sustainable development and that it represents an essential lifeline for Least Developed Countries (LDCs), and especially for Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS) to connect to the world;

*Recognizing* that air transport connectivity is of utmost importance for the economic, social and territorial cohesion of Member States and their populations;

*Recognizing* that the benefits enabled by air transportation can only materialize if States have a safe, efficient, secure, economically viable and environmentally sound air transport system;

*Whereas* the *No Country Left Behind* (NCLB) initiative aims at assisting States in effectively implementing ICAO Standards and Recommended Practices (SARPs), plans, policies and programmes, as well as addressing Significant Safety and Security Concerns so as to ensure that all States have access to the significant socio-economic benefits of air transport;

*Whereas* the General Assembly of the United Nations adopted the *Transforming our World: The 2030 Agenda for Sustainable Development* that includes a set of seventeen universal and transformative goals supported by 169 targets that balance the economic, social and environmental dimensions of sustainable development;

*Recalling* that the scale and ambition of the 2030 Agenda for Sustainable Development call for a global partnership that will bring together Governments, the private sector, civil society, the United Nations system and other actors to mobilize all available resources for its implementation;

*Whereas* the delivery of ICAO Strategic Objectives on safety, air navigation capacity and efficiency, security and facilitation, economic development of air transport, and environmental protection contribute to the attainment of the United Nation Sustainable Development Goals (SDGs);

*Recognizing* that the UN High Level Political Forum on Sustainable Development is the prime venue where States, through the Voluntary National Reviews (VNRs), deliver an update on annual progress and challenges on implementation towards the achievement of the SDGs at a national level;

*Recognizing* the importance of global frameworks to support the Strategic Objectives of ICAO;

*Recognizing* the importance of effective implementation of regional and national plans and initiatives based on the global frameworks;

*Recognizing* that a clearly defined relationship between broader national development plans and strategies and national aviation policies, plans and frameworks is essential to enable the prioritization and optimum allocation of resources to aviation;

*Recalling* the unprecedented global crisis caused by the COVID-19 pandemic, destabilizing the aviation industry, including profoundly affecting its workforce, and hampering the implementation of the 2030 Agenda and SDG progress;

*Recalling* the continued challenges and needs of the least developed countries in all regions, including in Africa;

*Recognizing* the importance of international solidarity and multilateral partnerships and mechanisms in support of an inclusive, sustainable and resilient economic recovery that promotes sustainable development of international civil aviation and advances the SDGs;

*The Assembly:*

1. *Urges* Member States to recognize the significant contributions of aviation to sustainable development realized by stimulating employment, trade, tourism and other areas of economic development at the national, regional and global levels, as well as by facilitating humanitarian and disaster response to crises and public health emergencies;
2. *Directs* the Council and the Secretary General, within their respective competencies, to demonstrate that ICAO continues to serve as an advocate for aviation by raising awareness among Member States, including relevant authorities beyond the air transport sector, the United Nations system, the donor community and all relevant stakeholders about aviation's contributions to sustainable development and the attainment of the SDGs;
3. *Urges* Member States to report on aviation, as an enabler of sustainable development, within their VNRs, through establishing linkages with other relevant SDGs;
4. *Encourages* Member States to include clear references to the UN SDGs in their relevant national plans, with the objective of showcasing the contribution of aviation to the UN SDGs and national economies;
5. *Urges* Member States to enhance their air transport systems by effectively implementing ICAO SARPs and policies while at the same time including and elevating the priority of the aviation sector into their national development plans supported by robust air transport sector strategic plans and civil aviation master plans, thereby leading to the attainment of the SDGs;
6. *Encourages* Member States to consider establishing a clearly-defined relationship between their national development plans, and national civil aviation policy, plans and strategies, as well as relevant underlying plans and programmes;
7. *Urges* Member States to ensure that frameworks and capabilities are developed and implemented as necessary and that structures for partnership and collaboration at national, regional and international levels are put in place to ensure resilience of the civil aviation sector to future global challenges in order to ensure continued contributions of aviation to attainment of the SDGs;
8. *Encourages* Member States to enhance their efforts around collaboration and effective partnerships in support of development of civil aviation in particular in LDCs, LLDCs and SIDS, especially through development assistance, South-South and triangular cooperation;
9. *Encourages* Member States to enhance the resilience of their aviation systems through including crisis preparedness plans and risk management measures in their aviation policies, planning and operations in order help to maintain essential mobility for air passenger and the transport of critical goods in the face of crises while ensuring the safety of aviation workforce;

610. *Directs* the Secretary General to consider the special needs and characteristics of LDCs, LLDCs and SIDS, identified within the framework of the United Nations, in the coordination, prioritization, facilitation and implementation of assistance programmes aimed at enhancing their air transport systems;

711. *Directs* the Secretary General to continue monitoring and reviewing, when applicable, the contributions made towards the attainment of the SDGs through the implementation of ICAO Strategic Objectives and work programmes;

812. *Directs* the Secretary General to ensure that ICAO participate, when applicable and in alignment with its Strategic Objectives, in appropriate mechanisms put in place to support the implementation of the 2030 Agenda for Sustainable Development so that aviation is recognized and prioritized as such by Member States in their development plans;

913. *Requests* the Secretary General to enhance existing and establish new partnerships with Member States, the aviation industry, the United Nations system, international and regional organizations, financial institutions, donors and other actors to assist Member States in enhancing their air transport systems with a view to contributing, consequently, to the attainment of the SDGs; and

1014. *Declares* that this Resolution supersedes ~~39-25A~~40-21 on *United Nations 2030 Agenda on Sustainable Development*—~~Sustainable Development Goals~~.

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#### *States Initiatives and Best Practices*

21.11 The Committee reviewed WP/150 on Deepening Pragmatic Global Civil Aviation Cooperation and Speeding up Implementation of 2030 Agenda for Sustainable Development, presented by China.

21.12 The Committee underscored the importance of aviation as a contributor of sustainable development and the Goals of the *2030 Agenda for Sustainable Development*.

21.13 The Committee highlighted the need for ICAO to continue its leading role in assisting Member States, especially the developing countries, through capacity building so as to promote inclusive and sustainable development of the global aviation industry.

21.14 The Committee noted the initiative led by China and reiterated that ICAO remains the global forum of States for international civil aviation and has the mandate to develop policies and Standards, undertakes assistance and capacity building activities for development of international civil aviation in support of sustainable development globally.

21.15 The Committee noted Information Papers WP/484 presented by China on the Index Framework System for Civil Aviation High-quality Development and its Application as well as WP/562 presented by Indonesia on Indonesia's Contribution to the United Nations Sustainable Development Goals.

## **Agenda Item 22: Resource Mobilization and Voluntary Funds**

22.1 The Committee considered WP/47, *Report on Resource Mobilization (RM) and Voluntary Funds activities for the 2019-2021 triennium*, presented by the Council and reporting on the efforts by ICAO to raise voluntary contributions to facilitate the implementation of the Business Plan, for the benefit of Member States. The Committee noted that the assessments provided by Member States are insufficient to achieve the deliverables included in the 2020-2022 Business Plan. It expressed appreciation for the voluntary financial and in-kind contributions made by States and other donors to supplement the Regular Budget. The Committee noted that the Secretariat is preparing an ICAO RM Strategy to reverse the downward trend in receipt of voluntary contributions and to further mobilize human and other flexible resources.

22.2 The Executive Committee encouraged donors to continue providing their voluntary financial and in-kind contributions to ICAO. In this context, difficulties in transfer of funding to ICAO by a Member State were noted.

22.3 The Committee invited Member States to support ICAO's outreach to International Financial Institutions and Multilateral Development Banks, aimed at diversifying the ICAO donor base and supporting Member States in developing civil aviation systems.

22.4 Further to WP/549 presented by Pakistan, the Executive Committee expressed appreciation for the initiative of the Civil Aviation Training Institute (CATI) – Pakistan to offer two seats on a gratis basis in all of its courses. ICAO will support this endeavour via the dissemination of the information to its Member States through its TRAINAIR PLUS Electronic Management System (TPEMS), and Aviation Training and Education Directory (ATED).

## **Agenda Item 23: Innovation in Aviation**

### *Review of ICAO processes and development of ICAO Standards*

23.1 ICAO Secretariat presented WP/42, *Report on the Implementation of Assembly Resolution A40-27 Innovation in Aviation*, highlighting the measures taken during the last triennium to implement Assembly Resolution A40-27 Innovation in aviation. The Executive Committee welcomed the work undertaken since the 40th Session of the Assembly. It also endorsed the priorities of ICAO on the promotion of innovation in aviation in support of the ICAO Strategic Objectives and of the ICAO Member States. Member States are encouraged to consider their involvement in such priorities and any future resulting from the deliberations of the ICAO Council. Finally, the Executive Committee recognized the relevance of the four dimensions of innovation identified in the paper and the importance of the innovation in working methods, systems and technology to facilitate the implementation of Resolution A40-27 and support the resilience of the aviation system.

23.2 Canada presented WP/200, *Review of ICAO Processes to help respond to new and emerging aviation trends*, submitted jointly with Japan and the United States and supported by New Zealand, Singapore and the International Coordinating Council of Aerospace Industries Associations. This paper called ICAO to formalize the process of direct submission to stimulate early implementation and leverage more rapidly the benefits of innovation. In noting and welcoming that ICAO is currently reviewing the direct submission process, the Committee supported the concept of direct submission and agreed that the principles presented in para 2.4 of WP/200, including the need to define the appropriate level of interaction with the ICAO Panels, as well as the need to be technology neutral and the importance of the

independence of ICAO, be brought to the attention of the reviewing body for its consideration. The Committee suggested that ICAO presents the direct submission process to States, once finalized.

23.3 The Executive Committee supported WP/325, *Optimizing development of ICAO Standards an associated procedure for effective implementation*, submitted by the United States and co-sponsored by Thailand, Singapore, Malaysia, New Zealand and the International Coordinating Council of Aerospace Industries Associations. The paper invited amendments to Assembly Resolution A39-22 “Formulation and implementation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) and notification of differences” in order to re-examine the current method of determining applicability dates, optimize the standards-development process and enhance compliance with the applicability dates.

23.4 In WP/111, *Phased approach for SARPs applicability*, the International Coordinating Council of Aerospace Industries Associations, the International Air Transport Association, the International Federation of Air Line Pilots' Associations and the International and the International Association of Air Traffic Controllers' Associations and Airports Council International proposed amendments to Assembly Resolution A39-22 “Formulation and implementation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) and notification of differences” with the view to enhance adherence to SARPs applicability dates by means of a stepped approach from the date of SARPs implementation. Recognizing that the challenges identified under agenda item 31, including the analysis presented in WP/58, *New ICAO Standardization Initiatives to improve the Effectiveness of the Standards Development Process – The Integrated Communications, Navigation, Surveillance and Spectrum (INCSS) Project*, the meeting agreed that the proposed amendments to A39-22 be considered by the ICAO Expert Groups and a proposal to amend the said Resolution be presented to the 42nd Session of the Assembly. While recognizing the challenges encountered by the industry to meet applicability deadlines of some SARPs, the Committee reflected that further discussion on the approach proposed in the paper would be needed and recommended that such consideration be referred to the Council.

23.5 The Committee considered WP/112 Revision No. 1, *Policymaking and processes for innovation*, submitted by the International Coordinating Council of Aerospace Industries Associations, Airports Council International, the International Association of Air Traffic Controllers' Associations and the Civil Air Navigation Services Organisation. The Committee invited ICAO to consider mechanisms to leverage industry expertise and resources to help accelerate the development of draft recommendations.

23.6 In light of these deliberations, the Committee invited the Assembly to:

- a) endorse the priorities of ICAO on the promotion of innovation in aviation in support of the ICAO Strategic Objectives and of the ICAO Member States, including the development of a regulatory roadmap building upon and consistent with ICAO's existing work and the organization of further ICAO-Industry Consultative Forum meetings;
- b) Support the work of ICAO in the implementation of Assembly Resolution A40-27 *Innovation in Aviation* and encourage ICAO Member States to consider their involvement in the priorities identified in WP/42 and in any future activity resulting from the deliberations of the ICAO Council;
- c) recognize the relevance and the importance of innovation in working methods, systems and technology to facilitate the implementation of Resolution A40-27 and support the resilience of the aviation system;
- d) support the on-going work by ICAO on the review of the direct submission process as a means to support early implementation and innovation, and request that the principles provided in para 2.4 of WP/200, the need to be technology neutral, and the importance of

the independence of ICAO, be brought to the attention of the reviewing body for its consideration;

- e) Request Council to: i) evaluate the root causes of global challenges in meeting specified applicability dates for certain SARPs; ii) identify and define the types of SARPs that should be considered; iii) identify, apply and prototype process improvements, including a phased approach to applicability dates, to developing the impacted provisions; iv) assess the effectiveness of the procedural changes; and v) on this basis, propose amendments to Assembly Resolution A39-22 to the 42nd Session of the Assembly;
- f) Request ICAO to use existing and define new cooperation mechanisms to leverage upon industry expertise and resources to create efficiencies in the SARPs development process; and
- g) Request ICAO to support Member State streamline certification and audit processes in order to facilitate the uptake and operation of innovations.

### *Governance and Strategic Planning*

23.7 The Committee reviewed WP/356, *Industry roadmap for future skies*, presented by CANSO on behalf of ACI, IATA, IBAC, ICCAIA and IFALPA, which presented a roadmap, developed by the Complete Air Traffic Services (CATS) Global Council that laid out the key activities on the pathway to achieve the 2045 Future Sky Vision presented in WP/360. The Committee noted that the Global Air Navigation Plan (GANP) is ICAO's modernization plan for Air Traffic Management and invited the industry to present the content of the Industry Roadmap for Future Skies through the appropriate ICAO mechanisms for the update of the GANP.

23.8 The Committee discussed WP/110 Revision No. 1, *Legal and societal stakes for the emerging air mobility in metropolitan areas* presented by ICCAIA, on behalf of ACI, co-sponsored by Brazil. It highlighted the need to engage at all levels of governance within States to ensure the harmonious deployment of urban air mobility (UAM). The Committee recognized that the role of ICAO in reaching international consensus as a support to global harmonization for the different aspects of future air mobility is critical. Considering that future air mobility will require various issues to be addressed, including those related to social acceptance, and in recognizing that ICAO is well positioned to bring relevant stakeholders together, the Committee agreed with the proposals contained in WP/110 Revision No. 1. The Committee, in noting the strong support of the Technical Commission for the establishment of an expert group to work on Advanced Air Mobility (AAM), recommended that this proposal be referred to that expert group, as well as to the Council for further consideration, taking into consideration existing priorities funded through the 2023-2025 Budget and the availability of extra-budgetary resources. The Committee also noted that the outreach activities listed in WP/42 might be suitable to facilitate the engagement of relevant stakeholders.

23.9 Information paper WP/360 submitted by CANSO on behalf of ACI, IATA, IBAC, ICCAIA and IFALPA (WP/360) was noted.

23.10 Information paper WP/481 submitted by the International Partners for Aviation Development, Innovation and Sustainability (iPADIS) was noted.

23.11 Information paper WP/483 and Information paper WP/498 submitted by the People's Republic of China, were noted.

23.12 In light of these deliberations, the Committee invited the Assembly to:

- a) Request ICAO to consider engaging with the appropriate government entities related to the operation of urban air mobility (UAM), within the context of the Organization's

- upcoming work on advanced air mobility and the expert group to be established to work on AAM, also using the mechanisms listed in WP/42; and
- b) Request ICAO to consider the development and prioritization of the activities identified as part of the Industry Roadmap for Future Skies in ICAO's work programme for the triennium 2023-2025.

#### **Agenda Item 24: Technical Assistance Programme**

24.1 The Committee reviewed A41-WP/24, presented by the Council, which reported on the ICAO Technical Assistance Programme in the fields of aviation safety, air navigation capacity and efficiency, security and facilitation, economic development of air transport and environment for the current triennium (2020 – 2022). The Committee noted the implementation work undertaken by ICAO, considering the COVID-19 pandemic, and strongly encouraged States to continue to support ICAO's work in partnership with States, international and regional organizations and industry. A41-WP/24 reaffirmed ICAO's continued commitment to providing assistance for States facing challenges to enhance their aviation system, considering the No Country Left Behind (NCLB) initiative. It also noted and endorsed the new Policy on ICAO Implementation Support Provided to States, aiming to align the management of technical assistance and technical cooperation activities under a "One ICAO" approach. The Committee concluded that continued support and contributions from States and industry play a leading role in elevating a State's aviation system and in resolving imminent and major deficiencies such as Significant Safety Concerns (SSCs) and Significant Security Concerns (SSeCs). In this connection, the Committee requested the Assembly to urge States, international and regional organizations, and industry to support and continue to contribute voluntary funds to ICAO in order to provide technical assistance.

24.2 The Committee reviewed A41-WP/310 presented by Ecuador, supported by Bolivia (Plurinational State of), Brazil, Colombia, Guatemala, Guyana, Mexico, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of), which discussed the progress made in harmonizing the Latin American Aviation Regulations developed by the Regional Safety Oversight Cooperation System (SRVSOP) as the Regional Safety Oversight Organization for Latin America and the advantages accruing to States from the adoption and/or harmonization of these regulations. The Committee commended the significant work undertaken by SRVSOP and its Member States to develop and harmonize their regulations under the Latin American Regulations (LARs) and encouraged States to continue the harmonization of their regulations, to the extent possible.

24.3 The Committee reviewed A41-WP/240, presented by Guyana and supported by Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Dominican Republic, Ecuador, El Salvador, Guatemala, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of), which highlighted that adequate oversight of unmanned aircraft systems (UAS) operations is a critical capacity achieved by appropriate guidance material, training and technical assistance. The Committee noted the recent work by ICAO and the availability of the ICAO UAS model regulations, as well as the ICAO Unmanned Aviation Fundamentals course, as tools for States to enable their regulatory and oversight functions regarding the UAS operations. In further noting that ICAO had developed a UAS Implementation Package (iPack), the Committee welcomed the efforts of the Organization, requested ICAO to further develop the tools, and encouraged States to use these resources to build their regulatory and oversight capabilities.

24.4 The Committee reviewed A41-WP/61, presented by Mongolia, co-sponsored by Armenia and Ethiopia, which highlighted the challenges of Landlocked Developing Countries (LLDCs) in developing safe, regular, reliable and cost-effective air transport systems and the impact of the COVID-19 pandemic on these States. The Committee strongly supported the paper and acknowledged the importance

of identifying the needs of the LLDCs, while also recognizing the need for additional resources to support this endeavour. It was also recognized that under ICAO's new Implementation Support Policy, efforts will be made to help identify and address these needs when resources, such as voluntary funds, are available.

24.5 The Committee reviewed A41-WP/270, presented by New Zealand, which reported on support and assistance for Pacific Small Island and Developing States (PSIDS). The Committee noted the proposal of tangible and achievable actions to be undertaken by ICAO, especially considering the fundamental challenges faced by PSIDS in implementing security Standards and Recommended Practices (SARPs). Nevertheless, the Committee highlighted that capacity building and support should be the focus in addressing identified security deficiencies, rather than a lowering of Annex 17 – *Aviation Security* Standards and noted that ICAO's Implementation Support and Development Section – Security (ISD-SEC) and ICAO's Regional Offices should be actively engaged given the resources at their disposal to provide security technical assistance. The Committee also encouraged States to continue to support ICAO's harmonized approach with States, international and regional organizations such as the Pacific Aviation Safety Office (PASO), and industry to help reduce the duplication of assistance and to prioritize actions. The Committee also recognized the importance of coordinated ICAO Aviation Security (AVSEC) assistance and training in different regions, including the need to measure the effectiveness of these activities to help quantify their impact. The Committee was also directed to A41-WP/283, focusing on the capacity building activities of the European Union-funded and European Civil Aviation Conference (ECAC) implemented Civil Aviation Security in Africa and the Middle East (CASE) Project.

24.6 The Committee reviewed A41-WP/261 Revision No. 1, presented by Samoa, co-sponsored by the Cook Islands, Kiribati, Nauru, Papua New Guinea, Solomon Islands, Tonga, Tuvalu, Vanuatu, and the Pacific Aviation Safety Office (PASO), which provided an update on progress of the recommendations from the ICAO PSIDS feasibility study, the "Port Moresby Declaration on Aviation Safety and Security" and the associated Ministerial Statement. The Committee noted the progress on some key recommendations, especially related to a revised Pacific Islands Civil Aviation Safety and Security Treaty (PICASST) and assessment of an Enhanced Regional Organization. The Committee also noted with appreciation, the work undertaken by ICAO to develop an overarching implementation roadmap centric to the study recommendations, including the work already underway to establish an ICAO PSIDS Liaison Officer position to facilitate support to the PSIDS. The Committee encouraged ICAO, contingent upon the availability of resources, to continue to support the PSIDS study recommendations. The Committee urged the Assembly to support and continue to contribute to ICAO's on-going work of improving aviation standards in the region.

24.7 The Committee reviewed A41-WP/301 Revision No. 1, presented by Samoa, co-sponsored by the Cook Islands, Kiribati, Nauru, Papua New Guinea, Solomon Islands, Tonga, Tuvalu, Vanuatu and PASO, which provided an update on the work to address the key outcomes from the First Regional Aviation Ministers meeting (RAMM/1) of the Pacific States. The Committee commended the progress made to date, in conjunction with the update provided in A41-WP/261. The Committee urged the Assembly to provide PASO with the technical support needed to further the establishment of an enhanced Regional Organization to support aviation safety and security oversight in the Pacific Small Island States, thereby supporting efforts towards a safe aviation recovery and connectivity in those States.

24.8 The Committee reviewed A41-WP/60, presented by the United States, co-sponsored by the Dominican Republic and Thailand, proposing the development of a centralized ICAO database for documenting the compliance of master sets of model regulations and regionally harmonized regulations in use by various States and regional organizations. Several States expressed support for the database and the United States indicated financial resources would be made available to support the development of the database. The Commission agreed to refer recommendations to the Council, for further consideration and study, subject to existing priorities and budgetary constraints.

24.9 The Committee reviewed A41-WP/290, presented by the African Civil Aviation Commission (AFCAC) on behalf of its 54 Member States<sup>1</sup>, which introduced the technical assistance activity aimed at supporting African airports in terms of promoting safer airport operations, in partnership with the Airports Council International – Africa (ACI-Africa) and the European Union – Africa Safety in Aviation (EU-ASA). It also encouraged Member States and other international organizations to facilitate and support these types of initiatives, delivered in collaboration between States and industry, that can equally be of great benefit to other regions such as the Pacific Island States.

24.10 Information papers by: Czechia on behalf of the Member States<sup>2</sup> of the European Union, other Member States<sup>3</sup> of the European Civil Aviation Conference (ECAC), European Organisation for the Safety of Air Navigation (EUROCONTROL) and co-sponsored by Brazil (A41-WP/283); and Ecuador, supported by Bolivia (Plurinational Republic of), Panama, Uruguay and Venezuela (Bolivarian Republic of) (A41-WP/587) were noted.

### **Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan)**

24.11 The Committee reviewed A41-WP/103, presented by the Council, which reported on the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan). The Committee noted that significant progress in enhancing aviation safety in Africa has been achieved as a result of the considerable work and actions undertaken through the AFI Plan in collaboration with aviation partners. It also recognized that the current situation requires additional efforts, resources and time to sustain and enhance the achievements attained so far, through provision of additional assistance to States to strengthen their safety oversight capacities and support the attainment of the Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP) goals in the region.

24.12 The Committee reviewed A41-WP/265, presented by AFCAC on behalf of its Member States<sup>1</sup>, which underlined the considerable achievements made through the implementation of the AFI Plan, while emphasizing the role of African States, AFCAC and Regional Safety Oversight Organizations (RSOOs) in harnessing cooperation and collaboration with ICAO towards resolving deficiencies and improving safety oversight capacities in States. Therefore, the Committee endorsed the continuation of the AFI Plan as a key framework for addressing safety related deficiencies in the African continent, as well as its further extension from 2024 to 2030, and accordingly urged States, international and regional organizations, finance institutions and industry to continue to make financial, in-kind and other contributions to support the implementation of the AFI Plan.

24.13 An information paper by AFCAC on behalf of its 54 Member States<sup>4</sup> (A41-WP/300) was noted.

### **Comprehensive Regional Implementation Plan for Security and Facilitation in Africa (AFI SECFAL Plan)**

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<sup>1,4</sup> Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cabo Verde, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

<sup>2</sup> Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden.

<sup>3</sup> Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Türkiye, Ukraine and the United Kingdom.

24.14 The Committee reviewed A41-WP/40, presented by the Council, which reported on the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan). The Committee recognized that the AFI SECFAL Plan has progressively exhibited the maturity to achieve its aspirations and objectives to support the sustainable elevation of the African average Effective Implementation of the Critical Elements of State Aviation Security Oversight Systems and compliance with the provisions of Annex 17 – *Aviation Security* and Annex 9 – *Facilitation*, despite the challenges posed by the COVID-19 pandemic. This has been achieved through building technical expertise and harmonization of processes through the AFCAC Collaborative Experts Scheme (AFI-CES), sharing of resources and information, embracing technological developments, and adopting best practices. The AFI-CES has been established with a pool of experts available in the Region to support the execution of the AFI SECFAL Plan Work Programme activities and implementation of State-specific projects using the subject-matter experts already available in Africa.

24.15 The Committee also stressed the importance of establishing a sustainable funding mechanism for the Plan, thereby enabling the completion of State-specific projects and the initiation of new activities to address the root causes of persistent areas of deficiency, as identified from analysis of the USAP-CMA audit results. Improving efficiencies and eliminating duplication, strengthening regional cooperation and collaboration, and advocacy for increasing validation activities will continue to characterize the long-term planning and related strategies to maintain and assure the relevance of the Plan. It further noted that the extension of the term of the AFI SECFAL Plan from 2024 to 2030 in line with the Global Aviation Security Plan (GASeP) Roadmap and its future revisions, on an adequately funded basis, is essential to safeguard the coordinated development and enhancement of aviation security and facilitation in Africa.

### **Agenda Item 25: Technical Cooperation – Policy and Activities**

25.1 At its eleventh meeting, the Executive Committee considered the subject of Technical Cooperation – Policy and Activities on the basis of A41-WP/28 presented by the ICAO Council.

25.2 In A41-WP/28, the Council provided an update on ICAO’s policy and strategy for technical cooperation and technical assistance. The paper underscored the importance of improved cooperation and coordination to avoid duplication and redundancy and ensure a more efficient allocation of the limited resources available to the Organization for implementation support to States. This resulted in the endorsement by the Council of a proposal to align the management of ICAO’s Programmes on Technical Cooperation and Technical Assistance within the “One-ICAO” approach and the approval, in March 2022, of the new “Policy on ICAO Implementation Support Provided to States” with a view to achieving a harmonized and consistent approach for all implementation support programmes, products, services and activities, enhance ICAO’s collaboration with internal and external stakeholders and facilitate resource mobilization. At the strategic level, the paper underscored the development and endorsement by the Council of a new Strategy and Business Model for the Technical Cooperation Bureau (TCB) and the development and provision of new products based on the Organization’s Standards and Recommended Practices (SARPs) as part of a revenue diversification strategy. The paper also provided information on significant developments within TCB in the triennium which reinforce ICAO’s commitment to continually improve the Bureau’s role as a value-added service provider. Recalling that the Technical Cooperation Programme is a permanent priority activity of the Organization, the working paper presented, in its Appendix A, an analysis of the Programme’s financial and operational performance results in the 2019 to 2021 triennium, offering a comparison with the two preceding triennia, and provided the Administrative and Operational Services Cost (AOSC) Fund results for the reporting period in its Appendix B, complemented by information on the apportionment of costs between the AOSC Fund and the Regular Budget. Appendix C to the working paper proposed required updates and editorial changes to Assembly

Resolution A40-24 - *Consolidated Statement of ICAO Policies on Technical Cooperation and Technical Assistance* for adoption by the Assembly.

25.3 The Executive Committee recognized that the ICAO Technical Cooperation Programme's major challenge for the 2019-2021 triennium was to cope with a drastic and unprecedented decrease in implementation volume, compounded by the negative impact of the COVID-19 pandemic on civil aviation development investments and the slow recovery of the sector. This, in turn, resulted in a significant deterioration of the financial situation of the AOSC Fund. It was noted, however that, as in the previous triennium, an average of approximately 100 technical cooperation, technical assistance and ICAO Programme for Aviation Volunteers (IPAV) projects were implemented per year, in addition to the deployment of 32 ICAO Implementation Packages (iPacks), benefitting 138 States and ten Organizations across all regions. From the operational perspective, the Programme played an instrumental role in supporting Member States with the deployment of 1 181 international field experts, the recruitment of 1709 national experts, the provision of training to 23 372 civil aviation personnel and the procurement of major civil aviation equipment in the amount of USD 92.2 million in the triennium.

25.4 The Executive Committee reiterated the continuing importance of the Technical Cooperation Programme as a permanent priority Programme of the Organization, which serves as a major operational tool in providing support to States in the effective implementation of SARPs, Procedures for Air Navigation Services (PANS) and global, regional and national aviation plans, as well as in the development of their civil aviation administration infrastructure and human resources. It therefore recommended that Member States, financing institutions, the aviation industry and other stakeholders consider the advantages of using the ICAO Technical Cooperation Programme to support their civil aviation development programmes.

25.5 Cognizant of the complexity of the technical cooperation field which requires innovative ways to effectively address inherent challenges, improve quality of deliverables, increase capacity and efficiency, ensure higher reliability towards SARPs compliance and strengthen competitiveness in the global aviation market, the Executive Committee expressed appreciation for the continuing improvement measures taken by the Secretariat during the triennium. The Committee noted, in particular, the development and endorsement by the Council of a new Strategy and Business Model for the Technical Cooperation Bureau to enhance the services provided in partnership with other ICAO Bureaus and Regional Offices and deliver greater value to ICAO Member States, including new products based on the Organization's SARPs, such as the ICAO Implementation Packages, which cover various fields of civil aviation and form part of a revenue diversification strategy.

25.6 The Executive Committee noted with satisfaction the approval of the new "Policy on ICAO Implementation Support Provided to States", which is aimed at strengthening and harmonizing the coordination and management of related programmes, projects, products, services and activities across the Organization, enhance ICAO's collaboration with internal and external stakeholders, minimize duplication, facilitate resource mobilization and optimize the allocation of resources available to the Organization. The Committee therefore concluded that a common ICAO implementation support programme, as one of the pillars of the Organization, will further strengthen its implementation support activities to better meet the needs of Member States. Recognizing the role of the Technical Cooperation Bureau as the lead bureau in the implementation of this Policy, the Committee welcomed the Secretary General's continued commitment to the modernization and the rebranding of TCB as the ICAO Implementation Support Bureau.

25.7 In light of its deliberations, the Executive Committee agreed to submit, for adoption by the Plenary, the following Resolution as presented by the Council in A41-WP/28 – *Consolidated Statement of ICAO Policies on Technical Cooperation and Technical Assistance*.

**Resolution 25/1: Consolidated statement of ICAO policies on technical cooperation and technical assistance**

*Whereas* new policies have been approved by the Council for implementation support, in the form of technical assistance and technical cooperation, which replaced the Policy on Technical Assistance endorsed by the 38th Session of the Assembly;

*Whereas* “Technical Assistance” is any assistance provided by ICAO to States, which is funded by the Regular Budget and/or Voluntary Funds, and implemented through any Bureau/Office depending on the nature and duration of the project;

*Whereas* “Technical Cooperation” is any project requested and funded by States and/or Organizations and implemented through the Technical Cooperation Bureau on a cost-recovery basis, where all the direct and indirect costs related to the project are recovered;

*The Assembly:*

1. *Resolves* that the Appendices attached to this Resolution constitute the consolidated statement of ICAO policies on technical cooperation and technical assistance, as these policies exist at the close of the 41st Session of the Assembly;
2. *Declares that* this Resolution supersedes A40-24.

**APPENDIX A**

**The ICAO Technical Cooperation and Technical Assistance Programmes**

*Whereas* the growth and improvement of civil aviation can make an important contribution to the economic development of States;

*Whereas* civil aviation is important to the technological, economic, social and cultural advancement of all countries and especially of developing countries and their subregional, regional and global cooperation;

*Whereas* ICAO can assist States in advancing their civil aviation and at the same time promote the realization of its Strategic Objectives;

*Whereas* Resolution 222 (IX) A of 15 August 1949 of the United Nations Economic and Social Council, approved by the General Assembly in its Resolution of 16 November 1949 and endorsed by the ICAO Assembly in its Resolution A4-20, entrusted all Organizations of the United Nations system to participate fully in the Expanded Programme of Technical Assistance for Economic Development, and that ICAO, as the United Nations specialized agency for civil aviation, began the execution of technical cooperation and technical assistance projects in 1951 with funding from the United Nations Special Account for Technical Assistance, established pursuant to the above Resolution;

*Whereas* the large deficits experienced from 1983 to 1995 required the definition of a new policy on technical cooperation and technical assistance and a new organizational structure for the Technical Cooperation Bureau;

*Whereas* the implementation of the New Policy on technical cooperation and technical assistance, endorsed by the 31st Session of the Assembly, based on the progressive implementation of the core staff concept, the integration of the Technical Cooperation Bureau into the Organization’s structure, and the establishment of the ICAO Objectives Implementation Funding Mechanism, as well as the new

organizational structure for the Technical Cooperation Bureau implemented in the 1990s, significantly reduced costs and substantially improved the financial situation of the Technical Cooperation and Technical Assistance Programmes;

*Whereas* the objectives of the New Policy emphasized the importance of the Technical Cooperation and Technical Assistance Programmes in the global implementation of ICAO Standards and Recommended Practices (SARPs) and Air Navigation Plans (ANPs), as well as the development of the civil aviation infrastructure and human resources of developing States in need of technical cooperation or technical assistance from ICAO;

*Whereas* standardization and monitoring of SARPs implementation remain important functions of the Organization and emphasis has been placed on ICAO's role towards implementation and support to Contracting States;

*Whereas* the Council has endorsed the realignment of technical assistance and technical cooperation as a new strategic direction to be implemented within the "One-ICAO" approach;

*Whereas* the new Policy on ICAO Implementation Support Provided to States approved by the Council aims at strengthening and harmonizing the coordination and management of implementation support programmes, projects, products, services and activities, and ensuring that the support provided to States across all areas of civil aviation is relevant, efficient, consistent in content and delivery regardless of the source of assistance or the associated funding mechanism;

*Whereas* A35-21 encouraged the Council and the Secretary General to adopt a structure and mechanism that would use commercially oriented practices to allow fruitful partnerships with funding partners and recipient States;

*Whereas* A39-23 urged Member States, the industry, financial institutions, donors and other stakeholders to coordinate and cooperate amongst themselves and to support the implementation of assistance activities in line with the global and regional priorities established by ICAO, thereby avoiding duplication of efforts;

*Whereas* the Council agreed that greater operational flexibility should be accorded to the Technical Cooperation Bureau with the appropriate oversight and control over technical cooperation and technical assistance activities;

*Whereas* technical cooperation is a dynamic and complex field within a rapidly evolving technological environment impacting the needs of States and interests of development partners, thus requiring innovative ways to effectively address inherent challenges, improve quality of deliverables, increase capacity and efficiency, ensure higher reliability towards SARPs compliance and strengthen competitiveness in the global aviation market;

*Whereas* the Council has endorsed a new Strategy and Business Model for the Technical Cooperation Bureau aimed at enhancing the services provided in partnership with other ICAO Bureaus and Regional Offices and delivering greater value to beneficiary States and non-State entities;

*Whereas* all technical cooperation activities of the Organization continue to be based on the principle of cost recovery and measures continue to be taken to minimize administrative and operational costs to the extent possible;

*Whereas* the Technical Cooperation and Technical Assistance Programmes and related Administrative and Operational Services Cost (AOSC) Fund income for the triennium and beyond cannot be estimated with precision and can vary substantially based on various factors outside ICAO's control;

*Whereas* the Technical Cooperation Programme volume has drastically decreased in the current triennium and the financial situation of the AOSC Fund significantly deteriorated, compounded by the unprecedented impact of the COVID-19 pandemic and the slow recovery of the air transport sector;

*Whereas* the Council adopted a policy on cost recovery concerning the apportionment of costs between the Regular Budget and the AOSC Fund for services provided by the Regular Programme to the Technical Cooperation Bureau and for services provided by the Technical Cooperation Bureau to the Regular Programme;

*The Assembly:*

*Technical Cooperation and Technical Assistance Programmes*

1. *Recognizes* the importance of the Technical Cooperation and Technical Assistance Programmes for promoting the achievement of the Strategic Objectives of the Organization;
2. *Reaffirms* that the Technical Cooperation and Technical Assistance Programmes, implemented within the rules, regulations and procedures of ICAO, are a permanent priority activity of ICAO that complements the role of the Regular Programme in providing support to States in the effective implementation of ICAO Policies, SARPs and Global Plans, regional and national aviation plans, PANS and guidance material, as well as in the development of their civil aviation administration infrastructure and human resources;
3. *Reaffirms* that, within the existing financial means, the ICAO Technical Cooperation and Technical Assistance Programmes should be strengthened, at Regional Office and field level, in order to allow the Organization to play its role more efficiently and effectively with the understanding that no increase in project costs will be incurred;
4. *Reaffirms* that the Technical Cooperation Bureau is one of the main instruments of ICAO to assist States in remedying their deficiencies in the field of civil aviation for the benefit of the international civil aviation community as a whole;
5. *Reaffirms* that improved cooperation and coordination of ICAO's technical cooperation and technical assistance activities should be achieved through clear delineation of each Bureau's mandate and activities to avoid duplication and redundancy;
6. *Endorses* the new *Policy on ICAO Implementation Support Provided to States* approved by the Council aimed at strengthening and harmonizing the coordination and management of implementation support programmes, projects, products, services and activities, and *recognizes* that a common ICAO implementation support programme will further strengthen the Organization's implementation support activities to better meet the needs of Member States;
7. *Requests* the Secretary General, considering the specialization, qualifications and expertise, limited financial and human resources, segregation of duties and the mandate of the respective organizational entities within the Secretariat, to optimize the allocation of resources and distribution of roles and responsibilities in relation to implementation support activities;

8. *Reaffirms* that, in the event that the AOSC operation for any given financial year ends in a financial deficit, such deficit should first be met from the accumulated surplus of the AOSC Fund and, as a last resort, a call for support from the Regular Programme Budget;
9. *Requests* the Secretary General to implement greater efficiency measures leading to a gradual reduction of administrative support costs charged to technical cooperation and technical assistance projects;
10. *Reaffirms* that costs recovered by the Organization for support services provided to the Technical Cooperation Bureau must be directly and exclusively related to project operations in order to keep administrative support costs to a minimum;

*ICAO as the recognized agency for civil aviation*

11. *Reminds* Contracting States contemplating the development or enhancement of their civil aviation infrastructures, to consider the advantages of using the ICAO Technical Cooperation Programme for their civil aviation projects;
12. *Requests* the Secretary General to continue to raise the awareness of States, the industry and private sector, international and regional organizations, financial institutions, donors and the United Nations regarding the advantages of using ICAO for the implementation and funding of capacity building and infrastructure development projects in the civil aviation field;
13. *Recommends* to donor States, financing institutions and other development partners, including the aviation industry and the private sector, wherever appropriate, to give preference to ICAO for the identification, formulation, analysis, implementation and evaluation of civil aviation projects in the field of technical cooperation and technical assistance, and *requests* the Secretary General to continue communicating with such entities and with potential recipient States, with a view to allocating funds for the development of civil aviation, using ICAO as the executing agency;
14. *Recommends* to States receiving bilateral or other government-sponsored aid to consider the value of using the ICAO Technical Cooperation and Technical Assistance Programmes to support the implementation of their programmes related to civil aviation;

*Expansion of ICAO Technical Cooperation and Technical Assistance Activities*

15. *Reaffirms* that in adopting commercially-oriented practices for the financial sustainability of the Technical Cooperation Bureau, there is a need to establish flexible mechanisms facilitating cooperation with potential beneficiaries on new civil aviation development projects and partnerships with States, donors and other stakeholders for resource mobilization opportunities, and *invites* the Secretary General to identify mechanisms to allow ICAO to participate in tenders for the development of civil aviation issued by donor organizations, development banks and international financial institutions consistent with best practices of the United Nations System, and to regulate the way in which ICAO can work with the industry considering existing models used by other international civil aviation entities, while ensuring that adequate controls are in place and the good reputation of ICAO is maintained;
16. *Reaffirms* the need to expand the provision of technical cooperation and technical assistance by ICAO to the non-State entities (public or private) directly involved in civil aviation, in furtherance of ICAO Strategic Objectives, such cooperation and assistance to encompass, *inter alia*, those activities that were traditionally provided by national civil aviation administrations and are being privatized to some degree, where the State shall, nonetheless, continue to be responsible under the Chicago Convention for the quality of the services provided and their compliance with ICAO SARPs, and *requests* the Secretary General to

inform the civil aviation authority concerned of the technical aspects of the project immediately upon the start of negotiations with non-State entities;

17. *Reaffirms* that ICAO should expand the provision of technical cooperation and technical assistance services, upon request, to non-State entities (public and private) that are implementing projects in Contracting States in the field of civil aviation which aim at enhancing aviation safety, air navigation capacity and efficiency, security and facilitation, environmental protection and economic development of international air transport, and *directs* the Secretary General to consider, on a case-by-case basis, the requests of such entities for ICAO cooperation and assistance in the traditional technical cooperation and technical assistance areas, with particular regard to project compliance with ICAO SARPs and, as applicable, to relevant national policies and regulations promulgated by the recipient State;

18. *Requests* the Secretary General to undertake coordinated and sustained actions aimed at ensuring the progressive realignment of technical assistance and technical cooperation in order for them to function in a consistent and harmonized manner and *supports and encourages* the development of new and innovative solutions for implementation support projects and activities within a strengthened “One-ICAO” approach for the achievement of greater synergies;

19. *Encourages* the use of systems and tools to strengthen the planning, development and management of implementation support and *requests* the Secretary General to provide the necessary means to make these technologies available to better support Member States;

#### *Technical Cooperation and Technical Assistance Agreements*

20. *Reaffirms* that ICAO, within the framework of its Technical Cooperation and Technical Assistance Programmes, uses Trust Fund (TF) Agreements, Management Services Agreements (MSA), the Civil Aviation Purchasing Service (CAPS) and other framework agreements and funding arrangements as may be necessary to provide maximum cooperation and assistance to stakeholders implementing civil aviation projects; and

21. *Views with satisfaction* the initiative of States to make greater use of these arrangements to obtain technical cooperation and technical assistance in the field of civil aviation.

## **APPENDIX B**

### **Funding of the Technical Cooperation and Technical Assistance Programmes**

*Whereas* many ICAO Contracting States lack the required funds to efficiently and consistently develop and sustain their civil aviation infrastructure and human resources, and rectify identified deficiencies;

*Whereas* funds available for implementation support in the field of civil aviation are insufficient to meet the needs of civil aviation, especially in developing countries;

*Whereas* the Technical Cooperation Programme, with few exceptions, is funded by developing countries providing funds for their own projects;

*Whereas* the Technical Assistance Programme is funded through ICAO Voluntary Funds and through the Regular Budget of the Organization;

*Whereas* civil aviation administrations of Least Developed Countries (LDCs) are, in particular, those needing the most support while, at the same time, relying mostly on financial institutions and industry to fund their technical cooperation projects;

*Whereas* UNDP funding is directed mainly to development sectors other than civil aviation, and its financial contribution to civil aviation activities has considerably decreased to a level where it represents less than one per cent of the ICAO Technical Cooperation and Technical Assistance Programmes, but UNDP continues to provide administrative support to ICAO at the country level;

*Whereas* rapid technological development in civil aviation requires from developing States substantial expenditures in aviation ground facilities to match that development, and continues to increase requirements for training of national aeronautical personnel that are beyond their financial resources and training facilities;

*Whereas* the Assembly introduced the ICAO Objectives Implementation Funding Mechanism with a view to mobilizing additional resources for technical cooperation and technical assistance projects identified as required to support the implementation of SARPs and the facilities and services listed in the ANPs, as well as the implementation of ICAO audit-related recommendations and the rectification of identified deficiencies;

*Whereas* the Council has established other thematic and multi-donor trust funds with the objective of assisting Member States in enhancing civil aviation;

*Whereas* building partnerships and pooling resources are necessary for achieving sustainable and predictable funding for implementation support and avoiding duplication of efforts;

*Whereas* funding institutions expect from those implementing the projects they finance, expedient and effective project execution, as well as detailed and real-time information on project activities and finances;

*The Assembly:*

1. *Requests* that financing institutions, donor States and other development partners, including the industry and the private sector, give higher priority to the development of the air transport sub-sector in developing countries and *requests* the President of the Council, the Secretary General and the Secretariat to intensify their contacts with the United Nations, including UNDP, to increase their contribution to ICAO's technical cooperation and technical assistance projects and programmes;

2. *Draws the attention* of financing institutions, donor States and other development partners to the fact that ICAO is the Specialized Agency of the United Nations concerned with civil aviation and, as such, is accepted by the United Nations as the expert authority in carrying out technical cooperation and technical assistance for developing countries in civil aviation projects;

3. *Urges* Contracting States that are associated with funding sources to draw the attention of their representatives to these organizations towards the value of providing cooperation and assistance to civil aviation projects, particularly where these are necessary for the provision of vital air transport infrastructure and/or the economic development of a country;

4. *Urges* Contracting States to give high priority to civil aviation development and, when seeking external cooperation and assistance for this purpose, to stipulate to financing institutions through an appropriate level of government that they wish ICAO to be associated as the executing agency with civil aviation projects which may be funded;

5. *Encourages* developing countries to seek funds for the development of their civil aviation sectors from all appropriate sources to complement the funds available from national budgets, financial institutions, donor States and other development partners so that such development may progress as quickly as possible;
6. *Recognizes* that extra-budgetary contributions from donors will allow the Technical Cooperation and Technical Assistance Programmes to expand their services to States in relation to aviation safety, air navigation capacity and efficiency, security and facilitation, economic development and environmental protection, thus further contributing to the achievement of the Strategic Objectives, in particular to the implementation of SARPs and the rectification of deficiencies identified by audits;
7. *Authorizes* the Secretary General to receive, on behalf of the ICAO Technical Cooperation and Technical Assistance Programmes, financial and in-kind contributions to technical cooperation and technical assistance projects, including voluntary contributions in the form of technical expertise, scholarships, fellowships, training equipment and funds for training, from States, financing institutions and other public and private sources and to act as an intermediary between States regarding the granting of scholarships, fellowships and provision of training equipment;
8. *Urges* those States which are in a position to do so to provide additional funds to the ICAO Technical Cooperation and Technical Assistance Programmes through the ICAO Voluntary Funds for the implementation of civil aviation projects, implementation packages or any other contributions conducive to supporting States with their SARPs compliance efforts and complementary civil aviation needs;
9. *Encourages* States and other development partners, including the industry and the private sector, to contribute to the ICAO Objectives Implementation Funding Mechanism which allows them to participate in the implementation of ICAO's civil aviation projects;
10. *Invites* Contracting States to provide sustained financial and human resource support through the ICAO Programme for Aviation Volunteers (IPAV) to develop capabilities within beneficiary States in the implementation of ICAO Standards and Recommended Practices (SARPs), as well as fostering self-reliance and growth; and
11. *Requests* the Council to advise and assist developing countries to secure the support of financing institutions, donor States and other development partners in implementing ICAO regional and subregional safety and security programmes, such as the Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP) and the Cooperative Aviation Security Programme (CASP).

## APPENDIX C

### **Implementation of the Technical Cooperation and Technical Assistance Programmes**

*Whereas* the aim of ICAO is to ensure the safe and orderly growth of international civil aviation throughout the world;

*Whereas* the implementation of technical cooperation and technical assistance projects complements the Regular Programme efforts towards the achievements of ICAO's Strategic Objectives;

*Whereas* Contracting States increasingly call upon ICAO to provide advice, technical cooperation and technical assistance to implement SARPs and develop their civil aviation through the strengthening of their administration, the modernization of their infrastructure and the development of their human resources;

*Whereas*, on an urgent basis, there is a need for effective follow-up and remedial action as a result of the ICAO Universal Safety Oversight Audit Programme and Universal Security Audit Programme Continuous Monitoring Approach (USOAP/CMA and USAP/CMA) audits to provide support to States in addressing identified deficiencies, including Significant Safety and Security Concerns;

*Whereas* implementation of projects in compliance with ICAO SARPs by the Technical Cooperation Bureau or any other third party outside ICAO results in substantially enhanced safety, security and efficiency of civil aviation worldwide and effectively supports the achievement of the United Nations Sustainable Development Goals (SDGs) through the ICAO No Country Left Behind initiative;

*Whereas* the COVID-19 pandemic and the slow recovery of the air transport sector have had a significant impact on civil aviation and the means of States and other funding sources to give priority to investments on civil aviation development and infrastructure projects worldwide, causing cancellations or delays to ICAO technical cooperation projects;

*Whereas* ICAO has developed practical, aligned guidance to governments and industry operators in order to restart the international air transport sector and recover from the impacts of the pandemic on a coordinated global basis and make post-COVID-19 aviation more sustainable and resilient;

*Whereas* the ICAO Implementation Packages (iPacks) are developed and implemented in full alignment with the measures and recommendations contained in the Council Aviation Recovery Task Force (CART) Report and are a key element for their implementation;

*Whereas* extra-budgetary funding provided to the Technical Cooperation and Technical Assistance Programmes allows ICAO to provide initial support to States to address the deficiencies identified through ICAO audits and assist in their restart, recovery and resilience efforts related to COVID-19;

*Whereas* ex-post evaluations of projects constitute a valuable tool to assess and monitor the impact of individual projects on aviation and for the planning of future projects;

*Whereas* non-State entities (public and private) implementing projects for Contracting States in the field of civil aviation increasingly call upon ICAO, through the Technical Cooperation Bureau, to provide advice, technical cooperation and technical assistance in the traditional technical cooperation and technical assistance fields and ensure project compliance with ICAO SARPs;

*The Assembly:*

1. *Draws the attention* of Contracting States requesting technical cooperation and technical assistance to the advantages to be derived from well-defined projects based on civil aviation master plans;
2. *Urges* Contracting States, when implementing civil aviation development projects through ICAO, to give priority to ICAO USOAP and USAP CMA findings and recommendations, as well as other sources, such as the conclusions and decisions by Planning and Implementation Regional Groups (PIRGS) and Regional Aviation Safety Groups (RASGs), with a view to rectifying identified deficiencies, resolving Significant Safety and Security Concerns and addressing opportunities for improvement in all civil aviation fields, while directly contributing to the achievement of all ICAO's Strategic Objectives;
3. *Draws the attention* of Contracting States to the cooperation and assistance provided through subregional and regional projects executed by ICAO, such as COSCAPs and CASPs and *urges* the Council to continue prioritizing the management and implementation of such projects through the Technical Cooperation and Technical Assistance Programmes in view of the significant associated benefits they provide;
4. *Encourages* States and non-State entities involved in civil aviation to seek support from ICAO, where required, through its implementation support programmes and activities, to address COVID-19 aviation challenges for an expedited restart and recovery;
5. *Requests* the Secretary General to reinforce the Organization's application of a systemic approach to implementation support activities with the objective of building robust and sustainable State oversight systems;
6. *Urges* States to give high priority to the training of their national civil aviation technical, operational and management personnel through the development of a comprehensive training programme and *reminds* States of the importance of making adequate provision for such training and of the need to provide suitable incentives to retain the services, in their respective fields, of such personnel after they have completed their training;
7. *Encourages* States to concentrate their efforts upon the further development of existing training centres and to support Regional Training Centres (RTCs) which are located in their area for the advanced training of their national civil aviation personnel where such training is not available nationally, so as to promote a self-reliant capability within that region;
8. *Urges* States receiving technical cooperation and technical assistance through ICAO to avoid project implementation delays by ensuring timely decisions regarding experts, training and procurement components in accordance with the respective terms of agreement of projects;
9. *Draws the attention* of Contracting States to the Civil Aviation Purchasing Service (CAPS), which is a facility provided by ICAO to developing countries to purchase high value items of civil aviation equipment and to contract for technical services, offering a complete procurement process;
10. *Draws the attention* of Contracting States, funding partners and other aviation stakeholders to the ICAO Implementation Packages (iPacks) which provide a ready-to-deploy, efficient, and standardized solution comprised of guidance material, training, tools and expert support, aimed at facilitating the implementation of ICAO provisions and guiding State entities through harmonized and flexible solutions;

11. *Requests* that all Contracting States encourage fully qualified technical experts to apply for inclusion in the Technical Cooperation Bureau's roster of experts;
12. *Requests* the Secretary General to promote the widespread use of performance indicators for the objective assessment of the impact of technical cooperation and technical assistance on the implementation of ICAO SARPs;
13. *Encourages* States to make use of the quality assurance services offered by the Technical Cooperation Bureau, on a cost-recovery basis, for the supervision of projects implemented by third parties outside the Technical Cooperation and Technical Assistance Programmes of ICAO, including the review of their compliance with ICAO SARPs; and
14. *Encourages* States and donors to include, and provide funding for, ex-post evaluations of their civil aviation projects as an integral part of project planning and implementation.

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## **Agenda Item 26: ICAO Civil Aviation Training and Capacity Building**

At its Thirteenth Meeting, the Executive Committee considered agenda item "ICAO Civil Aviation Training and Capacity Building".

### *Training and Capacity Building*

26.1 A41-WP/29 presented by the ICAO Council provided a summary of the activities of the ICAO Civil Aviation Training Programme since the 40th Session of the Assembly. It also reports on the achievements of the TRAINAIR PLUS Programme (TPP) and the Aviation Security Training Centre network, as well other training priorities to support Member States during the next triennium. ICAO's Technical Cooperation Bureau's Global Aviation Training Section (GAT) continues to integrate training components in different delivery modalities in Member States' Capacity Building and Human Resources planning and implementation programmes, and to further expand TPP membership, partnerships and training management agreements, to increase training accessibility and inclusivity. The Committee supported ICAO's customer orientation strategies to expand and consolidate digital transformation in line with the rest of the Organization. The Committee noted proposals to utilize the quality assurance materials developed by the Aviation Security Panel's Working Group on Training to help ensure ICAO's AVSEC training and capacity development activities are subject to robust quality assurance processes to ensure they are fit for purpose.

26.2 A41-WP/344, presented by the Russian Federation, highlighted the proposals and recommendations aimed at the successful implementation of TRAINAIR PLUS training for international civil aviation professionals involved in aviation security. The Committee agreed that ICAO continues to support feedback from TRAINAIR PLUS members who are also Aviation Security Training Centres (ASTCs) in the identification of AVSEC training needs. The Committee further supported the consideration of using the ICAO ASTC network to assist the Secretariat when finalizing and subsequently translating AVSEC training materials.

26.3 A41-WP/135 presented by Singapore and co-sponsored by the Bahamas, Bhutan, Fiji, Myanmar, Palau, Papua New Guinea, the Philippines, Samoa, Saudi Arabia, South Africa, Thailand, Timor Leste, United Kingdom, the United States and Venezuela (Bolivarian Republic of), informed how

the ICAO-Singapore Directors General of Civil Aviation Programme (DGCA) on Aviation Resilience has been a useful platform for Directors-General to discuss, to share experiences and to work together to develop an international aviation system that is more resilient and sustainable. The Committee supported ICAO's coordination in the development of the DGCA Programme on Aviation Resilience with the Singapore Aviation Academy (SAA) and encouraged ICAO to promote and implement these principles through DGCA workshops.

26.4 A41-WP/375 presented by Uruguay and co-sponsored by Guyana and Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Dominican Republic, Ecuador, El Salvador, Guatemala, Panama, Paraguay, Peru and Venezuela (Bolivarian Republic of), Member States of the Latin American Civil Aviation Commission (LACAC), described the opportunities for capacity building that have been created by LACAC. The Committee noted the importance of establishing and strengthening partnerships for aviation training through knowledge exchange, and ensuring ICAO resources are available and utilized. The Committee recognized that ICAO promotes these best practices through its TPP by standardizing course development and deliveries, and establishing rosters of ICAO qualified instructors, course developers, instructional system designers (ISDs), ISD validators and Subject Matter Experts (SMEs) to foster quality of training in LACAC States and at global level. The Committee encouraged a commitment towards effective and risk-based international efforts to strengthen aviation security and to provide assistance where it is needed most. The technical assistance resources available through ICAO's Implementation Support and Development - Security (ISD-SEC) Programme, including ICAO's Regional Offices, were also highlighted to help achieve the objectives of this working paper.

26.5 A41-WP/367 presented by the African Civil Aviation Commission on behalf of 54 African States<sup>1</sup> informed about the expected growth of the aviation industry in Africa, which is creating difficulty in meeting human capital demands in the aviation sector in the region. The Committee endorsed ICAO's efforts to support the Association of African Aviation Training Organizations (AATO) in its implementation of the Aviation Training Roadmap for African States, in order to identify capacity building needs and promote autonomy through train-the-trainer programmes. The Committee urged ICAO to continue providing assistance through various activities identified in the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan).

26.6 A41-WP/376, presented by the African Civil Aviation Commission (AFCAC) on behalf of 54 African States<sup>1</sup>, covered both the necessity of establishing the Aviation Training and Capacity Building Roadmap for AFCAC States to achieve their national and global obligations in air transport, as well as the role of GAT in the implementation of the Resolution A40-25. The Committee supported this working paper.

26.7 A41-WP/354 presented by Airports Council International (ACI), International Federation of Air Line Pilots Associations (IFALPA), International Federation of Air Traffic Controllers Associations (IFATCA), United Nations International Labour Organization (ILO), International Transport Workers Federation (ITF), International Coordinating Council of Aerospace Industries Association (ICCAIA), The International Air Cargo Association (TIACA) and Civil Air Navigation Services Organisation (CANSO), and A41-WP/361 presented by the Royal Aeronautical Society, reported the significant impacts of the COVID-19 pandemic on the availability of a sufficient number of adequately skilled workers to meet the demands of aviation recovery. The Committee noted the overwhelming support for these working papers and encouraged ICAO to work with States and industry to identify and address human resource challenges.

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<sup>1</sup> Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Cote d'Ivoire, Democratic Republic of the Congo, Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, São Tomé and Príncipe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Tanzania, Togo, Tunisia, Uganda, Zambia, Zimbabwe.

The Committee noted the need to develop a diverse and skilled workforce to support the sector of the future, attracting more young people into aviation, promoting diversity and decarbonisation goals. The Committee also recognized the contribution of ICAO training activities to the Next Generation of Aviation Professionals (NGAP) initiative through the establishment of dedicated partnerships with training providers, international organizations and academic institutions while also noting that regulators and industry play a role in addressing these challenges.

26.8 Information Paper A41-WP/577, presented by Indonesia, revealed the significant contributions of Indonesia with regard to capacity building and their human resource approach strategy. Indonesia recently received an ICAO Platinum Training Centre of Excellence (TCE) award in recognition of their active TPP activities, which includes the “Highest Number of Trainees for ICAO virtual Training Package delivered 2020-2021”. The award confirms Indonesia’s strong commitment to ICAO and as a TCE global leader.

#### *Training Competencies Development*

26.9 A41-WP/140, presented by People’s Republic of China and co-sponsored by Cambodia, Lao People’s Democratic Republic, Mongolia and Thailand provided an overview of the current practices by the World Meteorological Organization (WMO) and ICAO as well as the contributions of China in the enhancement of Aeronautical Meteorological Personnel competency and qualification. The Committee noted in this regard the improving collective support to Member States, the strengthening cooperation with WMO and the need to avoid duplication of efforts.

26.10 A41-WP/385 presented by the Dominican Republic described the need to assess the ability of Approved Training Organizations (ATOs) to manage aviation training intelligence in response to the changes introduced to the aviation industry by the COVID-19 pandemic. The Committee encouraged the continued use of data to support training and evidenced-based decision-making.

26.11 A41-WP/392 presented by the Dominican Republic argued that training to develop competencies in change management is essential for both executive and managerial functions, in view of the large number of implementation projects in the aviation sector, and adverse situations in the environment (caused by human factors or natural phenomena). The Committee supported this working paper.

26.12 A41-WP/425 presented by the Dominican Republic recommended an efficient and standardized approach to the identification of the necessary competencies of aeronautical personnel. The Committee acknowledged the Dominican Republic’s request to ICAO to adopt this approach for the identification of training needs and to provide such training not only to staff of civil aviation authorities but also to industry stakeholders. The Committee suggested that ICAO apply this methodology in a holistic manner.

26.13 A41-WP/393 and WP/414 presented by the Bolivarian Republic of Venezuela and supported by Panama and the Dominican Republic<sup>2</sup> summarized the accrued benefits from the use of augmented and virtual reality for training and capacity building, and urge States and industry to support ICAO in drafting SARPs on the use of this technology. The Committee noted this recommendation.

26.14 A41-WP/441 presented by the Member States of the Central American Corporation for Air Navigation Service (COCESNA<sup>3</sup>) aimed to highlight the contributions and efforts made by the Central

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<sup>2</sup> Member States of the Latin American Civil Aviation Commission (LACAC).

<sup>3</sup> Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua

American Corporation for Air Navigation Services (COCESNA)/Central American Institute for Specialized Aeronautical Training (ICCAE) in the advancement of the competence-based approach to training processes in the North America, Central America and Caribbean region, in order to mitigate potential operational safety risks caused by the prolonged interruption of face-to-face training due to the COVID-19 pandemic, and emphasizes the use of both face-to-face and virtual training to ensure continuity. The Committee noted that to ensure continuity in ICAO training, ICAO has endeavoured to transition its existing classroom courses into virtual classroom format since the onset of the pandemic.

26.15 A41-WP/62 presented by the Air Crash Victims' Families' Federation International introduced the new ICAO course "Assistance to Aircraft Accident Victims and their Families (AAAVF)" and urges ICAO, States and Organizations to promote this new course that would help civil aviation authorities and actors to understand and implement the ICAO Victim Assistance Policy. The AAAVF course was developed based on ICAO guidance material in collaboration with ICAO experts, and with the inputs of the Air Crash Victims' Families' Federation International (ACVFFI). The Committee agreed to invite the Assembly to revise action b) and "request ICAO to facilitate the participation of experts recognized for their experience with the ICAO Policy on Victim Assistance."

26.16 Information Paper A41-WP/350 presented by the Dominican Republic provided recommendations on how to increase the leadership and management skills of the operational safety oversight personnel to improve the efficiency of the operational safety mission and strategic results of the SNA/AGA service areas.

26.17 Information Paper A41-WP/352 presented by the Dominican Republic reported the need to develop and implement training that allows the managerial and technical personnel of the Air Navigation Services to acquire the knowledge and skills required for the Collaborative Management of Air Traffic Flow (ATFM/CDM), in order to achieve an acceptable level of safety using the tools and procedures proposed by ICAO.

26.18 Information Paper A41-WP/478 presented by the People's Republic of China highlighted how China's civil aviation has continued to reinforce the selection and training of research-oriented personnel for civil aviation policy, and established a systematic, scientific and sustainable model for selecting and training research-oriented personnel and for applying relevant results.

26.19 Information Paper A41-WP/479 presented by the People's Republic of China outlined the reform of inspector training conducted by the Chinese government in civil aviation in recent years, in order to share experience with other States, and promote the inspector qualification and capacity building in civil aviation, so as to further ensure the safe operation of civil aviation in various states.

26.20 Information Paper A41-WP/578 presented by the Republic of Korea emphasized the need for cooperation in the sector of training and to support the establishment of Korea Aviation Academy (KAA) by the Republic of Korea, amid concern over weakening training for technical personnel during the pandemic.

26.21 The Committee noted the above Information Papers.

26.22 Having considered the working papers and in light of the discussions, the Committee recommended the Assembly to:

- a) encourage Member States to support ICAO in the pursuit of training collaborations across all regions;

- b) recommend Member States to benefit from the expanded ICAO training portfolio using the latest technology and applications in various learning formats; and
- c) encourage the Council to actively engage in promoting ICAO training activities to Member States in order to increase regional outreach.

**Agenda Item 27: Measures towards Gender Equality at ICAO and the Global Aviation Sector by 2030**

*Advancing gender equality in the Organization and the aviation industry*

27.1 The Executive Committee reviewed WP/48 Revision No.1, Measures towards Gender Equality at ICAO and the Global Aviation Sector by 2030, presented by the Council. The Committee noted the implementation work undertaken by ICAO during the current triennium and encouraged ICAO, Member States, and all stakeholders to demonstrate greater ambition and intensified action at all levels through a holistic approach in enhancing gender equality in aviation.

27.2 The Committee noted the insufficient progress toward gender equality in aviation and recalled the importance of strengthened commitment, ambitious policies, including human resources policies, and establishing goals and measurable targets to minimize the gender gap and enhance representation of women in aviation. Furthermore, it encouraged increased allocation of resources for gender equality, including provision of financial contributions to support training and capacity building efforts for women in aviation especially in developing countries.

27.3 The Committee underscored that the collection of data remains essential in understanding the full picture around the persistent gender gap in aviation as well as measuring the progress toward gender equality and the empowerment of women in aviation. In the same vein, the Committee supported the plans for conducting an analysis by ICAO around the importance of data for informed policy setting and decision making purposes, as outlined in WP/48 Revision No.1.

27.4 The Committee further supported the future areas of priority for the Organization's work around gender equality as outlined in the Working Paper. This includes the plans for gender mainstreaming at ICAO through the United Nations system-wide Action Plan on Gender Equality and the Empowerment of Women and urged ICAO to draw upon best practices in the UN system especially in collaboration with UN Women.

27.5 The Committee welcomed the organization of the Second Global Aviation Gender Summit in 2023 in Madrid, Spain, and encouraged Member States to actively participate in, and support, this important event.

27.6 The Committee expressed strong support of the Working Paper and agreed to further amend the draft Resolution as appended to WP/48 Revision No.1 in Preambular Clause 7 and Operative Clause 14, to reflect the role of decent work in increasing the volume of qualified human resources available to aviation, and the importance of stronger partnerships with international organizations respectively.

27.7 In this connection, the Committee invited the Assembly to adopt the revised Assembly Resolution which is contained in the Appendix to WP/48 Revision No.1.

27.8 In light of the discussion, the Committee agreed to submit for adoption by the Plenary, the following resolution:

**Resolution 27/1: ICAO Gender Equality Programme promoting the participation of women in the global aviation sector**

*Recognizing* that half of the world's population is made up of women;

*Also recognizing* that promoting gender equality is part of the fight against all discriminations and contributes to greater diversity;

*Acknowledging* that at the Twenty-third Special Session of the United Nations General Assembly (UNGA) in June 2000, upon reviewing the implementation of the Beijing Declaration and Platform for Action adopted at the Fourth World Conference on Women in September 1995, Governments committed to further actions to accelerate the implementation of the Platform for Action and to ensure that commitments for gender equality, development and peace were fully realized;

*Considering* that UNGA Resolution A/RES/69/151, adopted on 18 December 2014, highlights the need raised in previous resolutions regarding "Strengthening the institutional arrangements for support of gender equality and the empowerment of women" and calls upon all actors, including the UN specialized agencies and the private sector, to intensify and accelerate action to achieve the full and effective implementation of the Beijing Declaration and the Platform for Action;

*Noting* that in September 2015, at the United Nations Sustainable Development Summit 2015, world leaders came together at UN Headquarters in New York to adopt the 2030 Agenda for Sustainable Development, committing their nations to a new global partnership to reduce extreme poverty and setting out a series of goals and targets known as the Sustainable Development Goals, of which Goal 5 is to achieve gender equality and empower all women and girls;

*Welcoming* the outcomes of the September 2015 Global Leader's Meeting on Gender Equality and Women's Empowerment: A Commitment to Action, in which more than 80 world leaders committed to end discrimination against women and further measures and targets to accelerate the achievement of women's empowerment and gender equality;

*Recognizing* that reaching gender equality and decent work would could increase the volume of qualified human resources available to our aviation sector;

*Welcoming* also the UN Women's themes for celebration of the International Women's Day each year, which make the commemoration of the Day a rallying point to build support for women's rights and participation in the political and economic arenas and decision-making capacities; 2016: Planet 50-50 by 2030: "Step It Up" for Gender Equality, as a timely initiative to assist national leaders in intensifying their commitments to gender equality and women's empowerment and in accelerating momentum for effective implementation;

*Stressing* that in 2022, 27 2016, 21 years after the adoption of the Platform for Action, significant levels of inequality between women and men persist in critical areas including, but not limited to, access to decent work and closing the gender pay gap;

*Recalling* ICAO Assembly Resolution A36-27: Gender Equality, in particular its resolving clause 1 b), which states that "every effort should continue to be made by ICAO to attain gender equality and equity, with full respect for the principle of equitable geographical representation";

*Recalling* also, the 1995 Beijing Platform for Action, in which the Secretary-General of the United Nations urged International Organizations and Specialized Agencies of the United Nations, such as ICAO, to establish programmes in order to achieve the goal of 50/50 gender balance at all levels;

*Noting* that reaching gender equality in aviation requires mobilization at four different levels of Member States, ICAO's governing and technical bodies, ICAO's Secretariat and the aviation sector, that ICAO must comprehensively and holistically take into account in developing its gender programmes and policies and reporting on their result;

*Recognizing* that ICAO's gender equality policy must be based on comprehensive data and statistics relevant to the four above-mentioned levels and collected and presented on a multiannual basis and accompanied with a geographical distribution;

*Recognizing* that the development of ICAO policies and programmes should be based on broader exchanges between all pertinent stakeholders such as States, other international organizations, the aviation sector, universities and civil society;

*Noting* that as instructed by the Assembly through Resolution A39-30, the ICAO Gender Equality Programme was established in 2017 with the primary aim of facilitating and coordinating targeted programmes and projects to enable and make regular reports on progress toward the goal of gender equality by 2030, especially in professional and higher levels of employment, within ICAO, States and the global aviation sector.

*Welcoming* the progress achievements made by ICAO and Member States pursuant to ICAO Assembly Resolution A36-27 A39-30 while regretting that the progress towards gender equality remain limited and too slow;

*Acknowledging* that appointments to the ICAO Secretariat are based on merit, while having due regard to the importance of recruiting staff on as wide a geographical basis as possible and ensuring equal gender representation; and

*Recognizing* that, notwithstanding the extant challenges ICAO should continue to focus greater attention on women's rights and gender equality by playing its part in furthering the goals of the Beijing Declaration and Platform for Action and UN Sustainable Development Goal 5, and that new and ambitious steps are urgently required in order to achieve this objective; and

*Noting* the Resolution adopted by the United Nations General Assembly on 20 July 2022 that decided to proclaim 24 June of each year the International Day of Women in Diplomacy.

The Assembly:

1. *Reaffirms* its commitment to enhancing gender equality and the advancement of women's development by supporting UN Sustainable Development Goal 5: Achieve gender equality and empower all women and girls including by aiming to achieve an aspirational goal of 50-50 (women-men) by 2030 at all professional and higher levels of employment in the global aviation sector;
2. *Also reaffirms* the essential and catalytic role of the Assembly and the ICAO Council in promoting gender equality and empowerment of women and girls, and encourages Member States to take into account the recommendations of the *Declaration on Improving Gender Representation in ICAO's Governing and Technical Bodies*, and give due regard to ensuring equal opportunity in nomination of qualified female candidates when nominating Representatives and other experts to ICAO bodies, groups and meetings;

3. *Requests* the Secretary General to include an assessment of the progress achieved based on this Declaration in its annual report to the Council on the implementation of the Gender Equality Programme and its Implementation Plan;
4. *Encourages* States to place a special emphasis to gender equality when proposing candidates for senior and decision-making positions at the ICAO Secretariat;
5. ~~2.~~ *Urges* States, regional and international aviation organizations and the international aviation industry to demonstrate strong, determined leadership and commitment to advance women's rights and to take the necessary measures to strengthen gender equality by supporting policies, as well as the establishment and improvement of programmes and projects, to further women's careers within ICAO's governing and technical bodies, the ICAO Secretariat and the global aviation sector;
6. *Invites* States to consider establishing ambitious goals and targets with respect to gender equality in their aviation workforce, especially in professional, technical and management capacities, as well as matching such commitments with adequate financing through allocation of sufficient budget and mobilization of financial resources from all sources;
7. *Agrees*, in this respect, that an intermediate goal such as 25by2025 developed by IATA, according to which the number of women in senior positions and under-represented areas should be increased by 25 per cent or up to a minimum of 25 per cent by 2025, should serve as an inspiration for all categories of aviation stakeholders, including ICAO;
8. *Urges* Member States and encourages stakeholders, where applicable, to address gaps and challenges, take specific, measurable, time-bound actions and mobilize adequate financial resources in order to advance gender equality, strengthen the effectiveness and accountability of institutions at all levels to promote gender equality and the empowerment of all women and girls and, when applicable, integrate a gender perspective into their civil aviation policies, plans and processes;
9. *Invites* States to raise awareness on the career opportunities for girls and women in aviation and take benefit in this respect of role models of women who have succeeded in the sector;
10. ~~3.~~ *Urges* States, as part of national commitments to gender equality, to work cooperatively with ICAO by sharing best practices and working in partnership with ICAO on programmes and projects aimed at increasing the pool of women in the aviation sector and encouraging women to further develop their aviation careers, including through the promotion of women in aviation careers by State Ministries responsible for higher education;
- ~~4. *Instructs* the Secretary General to establish an ICAO Gender Equality Programme by mid-2017 with the primary aim of facilitating and coordinating targeted programmes and projects to enable and make regular reports on progress toward the goal of gender equality by 2030, especially in professional and higher levels of employment, within ICAO, and within States and the global aviation sector;~~
11. *Requests* ICAO to produce multi-annual and detailed statistics on gender equality outlining progress made at all levels and to present such statistics in its annual report on the implementation of the Gender Equality Programme and its Implementation Plan and, every 3 years, to the Assembly and invites the States to support ICAO in this endeavour;
12. *Requests* ICAO to develop a new Gender Equality Programme Implementation Plan 2.0 to enhance gender equality and women empowerment at the organizational level and the aviation sector;

13. *Further requests* ICAO to include gender equality as a core element of its human resource strategy and policies, by developing a comprehensive approach involving in particular recruitment, career development, promotions, training and working conditions so as to allow a better balance between professional and personal life;

14. *Suggests* strengthening partnerships for gender equality between ICAO, and the aviation industry, Member States, international organizations, and civil society, to promote, share and exchange good practices;

~~5. Requests the Secretary General to report annually to the Council on the measures implemented and the progress being made in promoting gender equality within all levels of staff categories in the ICAO Secretariat, and on aviation gender equality statistics, to the extent that they are provided on a voluntary basis, in States and the international aviation industry; and~~

15. *Encourages* ICAO to strengthen the Secretariat's accountability for the implementation of commitments to gender equality and the empowerment of women and girls through the continuous implementation of the ICAO Gender Equality Programme, particularly as part of the United Nations System; and

16. ~~6. Declares~~ that this Resolution supersedes Resolution ~~A36-27~~ A39-30.

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#### *States' Activities and Initiatives*

27.9 The Committee reviewed WP/219, presented by Bangladesh, in relation to promoting the ICAO Gender Equality Programme in line with the Next Generation of Aviation Professionals (NGAP) initiative. The Committee supported the actions outlined in the Working Paper and acknowledged the importance of increased leadership by States in advancing gender equality, sharing best practices on career development for women, capacity building and enhancing women's representation and noted the correlation between the objectives of the NGAP initiative and gender equality imperatives.

27.10 The Committee reviewed WP/263, presented by India related to the policies and initiatives driving the work around gender equality in India. The Committee welcomed the efforts and progress made by India and underscored the importance of policy development by the Member States as well as the industry for a holistic and systematic approach in ensuring gender equality in the industry at the national level.

27.11 The Committee reviewed WP/564, presented by South Africa and United Kingdom related to the promoting global aviation gender equality. The Committee took note, with appreciation, of the initiatives undertaken by South Africa and the United Kingdom in advancing gender equality. The Committee acknowledged that gender inequality remains a significant issue in the industry and recalled the importance of exchanging best practices and experiences. The Committee supported the proposal made in the Working Paper inviting Member States to develop action plans with concrete timelines and to report at subsequent Assemblies on their progress. In this respect, the Committee encouraged ICAO to continue to work with States in their endeavours for advancing gender equality, especially building on the lessons learned and outcomes of the 2018 Global Aviation Gender Summit.

27.12 The Committee reviewed WP/220, presented by Uruguay, related to promotion of women participation in the regional and global civil aviation sectors, through a number of possible pathways such as promoting equal access to job opportunities, education and training, women's representation and participation in decision-making, raising awareness, collection of data, and strengthened collaborations and partnerships. The Committee welcomed the proposals made to incentivize gender equality in the aviation sector by promoting the ICAO Gender Equality Programme and the Next Generation of Aviation Professionals. The Committee further encouraged ICAO to consider developing studies and analysis that can help States in their efforts around gender equality.

27.13 The Committee reviewed WP/563, presented by Venezuela and supported by Argentina, Bolivia, Costa Rica, Dominican Republic and Panama, related to the role of women in the aviation industry. The Committee welcomed Venezuela's efforts in enhancing gender equality, and especially achieving gender parity at the senior management level. The Committee expressed support for proposals on raising awareness on gender equality, taking a programmatic approach to tackle issues on gender equality at the national level, and exchanging knowledge and experience by women leaders in the industry to inspire the next generation.

27.14 The Committee further reviewed WP/264, presented by AFCAC on behalf of 54 African States, outlining activities around gender undertaken in the region, and urging Member States and ICAO to demonstrate stronger commitment and leadership. The Committee noted the progress made in the region, and supported the proposals to encourage the development of roadmaps and implementation plans by States and promote women's representation in senior positions, as well as their participation in aviation forums and meetings and facilitate capacity building for women in aviation. The Committee also requested ICAO to continue to support States through advocacy, development and dissemination of analysis, reports and guidance as well as facilitating collection of data. In addition, the Committee underscored the importance of considering the effects of COVID-19 on women and prioritise them in recovery programmes. The Committee further acknowledged the need for States to allocate more resources to prioritise gender equality programmes.

#### *Industry-led Initiatives*

27.15 The Committee reviewed WP/67, presented by IATA, IFATCA, and IFALPA and applauded the 25by2025 initiative as an important step and an excellent example championed by the industry in advancing gender equality and women's representation.

27.16 The Committee recognized the leadership role of the industry stakeholders as key partners for Member States and ICAO in promoting gender equality in the sector. In this regards, the Committee invited Member States to encourage their industry players to actively engage in IATA's 25by2025 campaign as well as similar initiatives.

#### **Agenda Item 28: Other high-level policy issues to be considered by the Executive Committee**

28.1 One delegation requested that the working papers be taken individually and in the following order: WP/284, WP/295, WP/429, WP/455, WP/456 and WP/430. The Executive Committee agreed that working papers under this Agenda Item would be considered individually but in the following order: WP/429, WP/284, WP/295, WP/430, WP/455 and WP/456. Accordingly, the Committee began by reviewing WP/429, presented by the Council, which reported to the Assembly an infraction of the Chicago Convention by the Republic of Belarus in connection with the event involving Ryanair Flight FR4978 in Belarus airspace on 23 May 2021. Further to a fact-finding investigation, the Council had determined that, on 23 May 2021, the Government of Belarus committed an act of unlawful interference that deliberately

endangered the safety and security of Ryanair Flight FR4978 and the lives of all those on board. The Council also decided that the actions of the Government of Belarus amounted to a flagrant and serious violation of the Chicago Convention to be reported to the Assembly pursuant to Article 54 k) of the Convention. WP/429 therefore invited the Assembly to acknowledge the infraction by Belarus of the Chicago Convention and to adopt an Assembly Resolution as proposed in the Appendix to the paper.

28.2 A large majority of the delegations that took the floor supported WP/429 and the draft Assembly Resolution appended to it, thereby endorsing the Council's determination that the actions of the Government of Belarus leading to the diversion of Ryanair Flight FR4978 to land at Minsk Airport on 23 May 2021 amounted to a flagrant and serious violation of the Chicago Convention and an act of unlawful interference against the safety and security of international civil aviation. Several delegations commended the Fact-Finding Investigation Team (FFIT) for conducting the investigation in a professional and impartial manner and expressed appreciation for its Report which was based on objective evidence and reflected a balanced methodology.

28.3 In expressing support for WP/429, one delegation stressed that while diplomatic resolution of conflicts is preferable in multilateral settings, an amicable solution was not possible in this case in view of the flagrant infraction of the Convention by Belarus. A few delegations emphasized that the international community should not tolerate conduct such as that exhibited by the Government of Belarus and that there should be consequences when a contracting State violates the Chicago Convention. One delegation called upon other delegations to support the draft Assembly Resolution noting that it pertained to an important issue of relevance to international civil aviation and should therefore be addressed by the Assembly.

28.4 A small number of delegations who took the floor did not support WP/429, nor the draft Assembly Resolution appended to it. Some of these delegations mentioned that the methodology and conclusions of the FFIT Report were unprofessional, biased and lacked objectivity. Some delegations expressed the view that the matter at hand was a political issue and that, contrary to ICAO's long-standing reputation as a technical body, some delegations were using the Assembly as a platform to advance their political interests and to marginalize other States. While observing that the draft Assembly Resolution appended to WP/429 was in contravention of the principles underlying the Chicago Convention, those delegations urged the Assembly to stay out of politics and focus its deliberations on technical matters aimed at promoting international civil aviation and friendship among nations. One delegation argued that the FFIT had neither a mandate nor terms of reference for the purported investigation that it claims to have conducted. In that delegation's view, although the FFIT claimed to have interviewed the air traffic controller who left Belarus after the event, no evidence was provided to show that the controller's testimony was obtained without duress or to support the authenticity of the audio recording that he allegedly made on his cell phone in the air traffic control centre as the event unfolded. In light of the foregoing, the delegation concluded that WP/429 and its appended draft Resolution are based on unfounded information and therefore amount to a direct provocation against the sovereignty of Belarus. The delegation questioned why ICAO did not investigate an incident that happened some years ago when an aircraft carrying the President of Bolivia landed in a European State.

28.4 *Bis* One delegation noted that on the day following the incident, eight European States introduced unilateral restrictive measures against Belarus without any prior investigation.

28.5 One delegation mentioned that contrary to what had been stated, the FFIT's mandate was based on Article 55 of the Chicago Convention and it was provided clear terms of reference, which were approved by the Council. That delegation also stressed that the FFIT Report, contained clear evidence that Belarus violated the Chicago Convention as well as the *Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation*, signed at Montreal on 23 September 1971. Another delegation recalled that the Council endorsed WP/429 following rigorous deliberations and scrutiny during which an

overwhelming majority of Council Members expressed support for the actions recommended therein. One delegation recalled that, during discussion in Council, that delegation had noted the accusatory and biased nature of the FFIT Report. One delegation indicated that the case involving the landing in Europe of an aircraft carrying the President of Bolivia is distinguished from the present case since the aircraft in question was a state aircraft and not a civil aircraft. As such, in accordance with its Article 3, the provisions of the Chicago Convention did not apply to that case.

28.6 The Committee concluded that a large number of States had acknowledged and condemned the infractions by the Republic of Belarus of the Chicago Convention. A clear majority of States had expressed their support for the draft Assembly Resolution appended to WP/429. A small number of States supported neither WP/429 nor the related draft Assembly Resolution contained in the Appendix. The Committee then agreed to recommend to the Plenary that it adopts the following Assembly Resolution text:

**Resolution 28/1: Infraction of the Convention on International Civil Aviation by the Republic of Belarus**

*Recalling* the Decision of the ICAO Council of 27 May 2021 concerning the Incident involving Ryanair Flight FR4978 in Belarus airspace on 23 May 2021;

*Having considered* the report of the Fact-Finding Investigation Team (FFIT) instituted by the Secretary General pursuant to that decision of the ICAO Council;

*Bearing in mind* the provisions and principles of the Convention on International Civil Aviation, while the primary objective of ICAO continues to be that of ensuring the safety and security of international civil aviation worldwide;

*Considering* the paramount importance of preserving the safety of international civil aviation as enshrined in the Convention on International Civil Aviation and its Annexes;

*Noting* that the ICAO Council, on 18 July 2022, determined that, based on the facts established by the FFIT, a number of senior officials of the Government of Belarus had knowingly participated or were involved in providing information about a false bomb threat to Ryanair Flight FR4978 leading to its diversion to land at Minsk Airport;

*Further noting* that the ICAO Council concluded with grave concern, that based on the facts established by the FFIT, the safety of Ryanair Flight FR4978 was endangered when a false bomb threat was communicated to the flight crew, on the instructions of senior government officials of Belarus, and that the actions of the Government of Belarus in committing an act of unlawful interference that deliberately endangered the safety and security of Ryanair Flight FR 4978 and the lives of all those on board, amounted to a flagrant and serious violation of the Convention on International Civil Aviation;

*Recalling* that the use of civil aviation by any State for any purpose inconsistent with the aims of the Convention on International Civil Aviation would contravene the spirit of the said Convention, its Preamble as well as its Article 4;

*Considering* that the ICAO Council further decided to submit this matter to the 41st Session of the ICAO Assembly, in accordance with Article 54 k) of the Convention on International Civil Aviation;

The Assembly:

1. *Endorses* the determination of the ICAO Council that, based on the findings of the FFIT Report, the actions of the Government of Belarus in knowingly participating in or being involved in providing information about a false bomb threat to Ryanair Flight FR4978 leading to its diversion to land at Minsk Airport, and thereby deliberately endangering the safety and security of a commercial passenger aircraft and the lives of all those on board, amounted to the use of civil aviation by Belarus for a purpose inconsistent with the aims of the Convention on International Civil Aviation which is a flagrant and serious violation of its Article 4;
2. *Condemns* the actions of the Government of the Republic of Belarus in committing an act of unlawful interference that deliberately endangered the safety and security of Ryanair Flight FR4978 and the lives of all those on board;
3. *Deplores* the fact that, notwithstanding notice of the infraction of Article 4 of the Convention on International Civil Aviation, the Republic of Belarus has failed to take appropriate action within a reasonable time after notice of the said infraction;
4. *Urgently calls* upon the Republic of Belarus to take appropriate action in view of this infraction of Article 4 of the Convention on International Civil Aviation;
5. *Requests* the Council to remain seized of this matter and to report back to the Assembly as appropriate; and
6. *Instructs* the Secretary General to immediately draw the attention of all Contracting States to this resolution.

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28.7 At the request of some delegations, the Committee then proceeded to consider WP/284 together with WP/295, presented by Belarus.

28.8 In WP/284, Belarus described certain actions by other States as amounting to sanctions or unilateral measures which it alleged are in breach of, or otherwise incompatible with, the provisions of the Chicago Convention, and invited the Assembly to endorse an Assembly Resolution text presented in the Appendix which called upon ICAO Member States to take measures aimed at denouncing and halting the imposition and application of sanctions and other unilateral measures. In WP/295, Belarus stated that certain States of Design of aircraft registered in Belarus are failing to comply with their obligations under Annex 8 to the Chicago Convention to provide information necessary for maintaining the continuing airworthiness and safe operation of the aircraft in question. WP/295 invited the Assembly to endorse an Assembly Resolution text presented in the Appendix thereto which called upon ICAO Member States to take measures aimed at halting alleged activities by States of Design that would put them in default of their obligation to implement the requirements of the Standards and Recommended Practices (SARPs) of Annex 8 to the Chicago Convention and that would override the mechanism established by the Chicago Convention.

28.9 A large majority of delegations who took the floor did not support the actions indicated in WP/284 and WP/295. With regard to WP/295, several States of Design expressed disagreement with the claim that they had refused to provide information necessary for maintaining the continuing airworthiness and safe operation of aircraft. One delegation objected to WP/295 on the ground that it confuses the obligations of the State with the obligations of the manufacturer. That delegation along with those of other

States of Design indicated that much of the applicable information pertaining to continuing airworthiness and safe operation of aircraft is provided directly to all States of Registry including Belarus and publicly made available through their respective websites. One delegation noted that the access to this information is restricted as far as States under sanctions or unilateral restrictive measures are concerned since access to their accounts is frozen.

28.10 A few delegations expressed support for WP/284 and WP/295 and the appended draft Resolutions. In so doing, one delegation expressed concern about the imposition by other States of unilateral and coercive measures against other States. That delegation also informed the Committee that as a victim State of such unilateral and coercive measures, it had submitted a working paper WP/366 on a similar topic for consideration by the Committee. In its view it was unfortunate that the working paper had been moved to the Economic Commission. Another delegation that supported WP/284 and WP/295 indicated that the sanctions and other unilateral measures against Belarus indicated in those two working papers were imposed by certain States in the immediate aftermath of the event involving Ryanair Flight FR4978, at a time when an investigation into the matter had not even commenced. One delegation questioned why ICAO did not investigate when in 2016 a Belavia aircraft landed in Kyiv and a passenger was arrested.

28.11 It was clarified that the reference to IATA in WP/284, paragraph 2.3, did not originate in any way from input by, or exchanges with, IATA.

28.12 At the request of one delegation supported by another delegation, the Committee agreed to proceed with a vote with respect to the actions requested in WP/284 and WP/295 respectively. Following two votes by show of hands, there was no clear majority of States in support of either WP/284 or WP/295, nor the Assembly Resolutions appended to them. Accordingly, the Committee did not agree to recommend to the Plenary the adoption of the Assembly Resolution texts proposed in the Appendices to WP/284 and WP/295.

28.13 A small number of States did support WP/284 and WP/295 and the draft Assembly Resolutions contained in the Appendices thereto. A small number of States also expressed concern that sanctions and unilateral measures adopted by States are incompatible with the principles and provisions of the Chicago Convention. The Committee requested the Assembly to urge all States of Design to continue to comply with relevant requirements addressed to them in Annex 8.

28.14 Before turning to its consideration of WP/430, one delegation requested that that WP/455 and WP/456 should be reviewed. Consistent with the established practice of the Committee, that request was not acceded to. The Committee then reviewed WP/430, which reported on the violation by the Russian Federation of the exclusive sovereignty of Ukrainian airspace, as well as the dual registration of aircraft and permitting aircraft to fly without the required documents on board, which the Council considered as constituting infractions of Articles 1, 18, 19, 29 and 31 of the *Convention on International Civil Aviation* to be reported to the Assembly under Article 54 k) of the Convention. WP/430 invited the Assembly to condemn those infractions, to call upon the Russian Federation to immediately cease the infractions, and adopt the draft Assembly Resolution presented in Appendix C.

28.15 One delegation, supported by two other delegations, presented a motion that the Committee should decide on the question “Do you support the actions contained in WP/430 presented by the Council of ICAO?” The same delegation, supported by another delegation, requested that the vote on that question be conducted by secret ballot in accordance with Rule 47 of the *Standing Rules of Procedure of the Assembly of the International Civil Aviation Organization*. That request was not opposed. A total of 124 valid votes were cast, with 82 votes in favour, 15 against and 27 abstentions. With a clear majority of the Committee expressing its support for the actions contained in WP/430, the Committee therefore

recommended to the Plenary that it adopts those actions, including the draft Assembly Resolution proposed in Appendix C to WP/430, the text of which is as follows:

**Resolution 28/2: Infractions of the *Convention on International Civil Aviation* by the Russian Federation**

*Having considered* the item concerning infractions of the *Convention on International Civil Aviation* by the Russian Federation;

*Recalling* that the United Nations General Assembly in adopting Resolution A/ES-11/L.1 on aggression against Ukraine reaffirmed its commitment to the sovereignty, independence, unity and territorial integrity of Ukraine and deplored in the strongest terms the aggression by the Russian Federation against Ukraine in violation of the Charter of the United Nations;

*Bearing in mind* the provisions and principles of the *Convention on International Civil Aviation*, while the primary objective of ICAO continues to be that of ensuring the safety of international civil aviation worldwide;

*Considering* the paramount importance of preserving the safety of international civil aviation, and that once a Contracting State has registered an aircraft, a number of safety-related obligations fall upon it by virtue of the *Convention on International Civil Aviation* and its Annexes;

*Noting* that the ICAO Council, on 25 February 2022, expressed its condemnation of the violation of the territorial integrity and sovereignty of Ukraine, including its sovereign airspace, which is inconsistent with Article 1 of the *Convention on International Civil Aviation* and urged the Russian Federation to cease its unlawful activities, to ensure the safety and security of international civil aviation in all affected areas and to respect its obligations under the *Convention on International Civil Aviation*;

*Noting* that on 15 June 2022, ICAO confirmed a Significant Safety Concern that remained unresolved by the Russian Federation, and on 22 June 2022 the ICAO Council considered a working paper submitted by 19 ICAO Council Member States which, in addition to the infraction of Article 1 of the *Convention on International Civil Aviation*, outlined infractions of Articles 18, 19, 29 and 31 pertaining to the dual registration of aircraft by the Russian Federation and, in turn, permitting the operation of those aircraft without valid certificates of airworthiness, and that in this connection the Council called on the Russian Federation to immediately cease and urgently remedy its infractions of the *Convention on International Civil Aviation*;

*Considering* that the Russian Federation failed to take appropriate action within a reasonable time after notice of the infractions, despite strong condemnations by the Council and its calls for compliance with the *Convention on International Civil Aviation*;

*Considering* that the ICAO Council further decided to submit this matter to the 41st Session of the ICAO Assembly, in accordance with Article 54 k) of the *Convention on International Civil Aviation*;

*The Assembly:*

1. *Endorses* the decision of the ICAO Council that the violation of the territorial integrity and sovereignty of Ukraine by the Russian Federation, including its sovereign airspace, and the dual registration of aircraft by the Russian Federation and, in turn, permitting the operation of those aircraft without valid certificates of airworthiness constitute infractions of Articles 1, 18, 19, 29 and 31 of the *Convention on International Civil Aviation*, conforming to its Article 54 k);

2. *Deplores* that, in disregard of the concerns and condemnations expressed by the ICAO Council, the Russian Federation has continued these infractions of Articles 1, 18, 19, 29 and 31 of the *Convention on International Civil Aviation*;
3. *Condemns* the Russian Federation for the violation of the sovereignty of the airspace of Ukraine and the dual registration of aircraft by the Russian Federation and, in turn, permitting the operation of those aircraft without valid certificates of airworthiness, amounting to infractions of the *Convention on International Civil Aviation* and seriously threatening the safety and security of international civil aviation;
4. *Urgently calls* upon the Russian Federation to cease the actions leading to the infractions of the *Convention on International Civil Aviation* in order to comply strictly with the provisions of the Convention and its Annexes;
5. *Urgently calls* upon the Russian Federation to resolve the issues related to the leased aircraft registered in other Contracting States that have been re-registered in the Russian Federation and to prevent the operation of those aircraft without valid certificates of airworthiness, so as to remedy the infractions of Articles 18, 19, 29 and 31 of the *Convention on International Civil Aviation*;
6. *Requests* the Council to remain seized of this matter and report back to the Assembly as appropriate; and
7. *Instructs* the Secretary General to immediately draw the attention of all Contracting States to this resolution.

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28.16 The Committee also reviewed WP/455 Revision no. 1, presented by the Russian Federation and WP/456, presented by the Russian Federation and co-sponsored by Nicaragua. WP/455 characterized actions by a group of ICAO Member States as unilateral restrictive measures which the Russian Federation asserted as infractions of Articles 4, 9, 22, 44 and 82 of the Convention. WP/456 characterized certain actions by several States as unilateral restrictive measures which the Russian Federation asserted undermines the foundations of the Convention and proposed a Resolution covering the same subject matter.

28.17 Before the discussion on WP/455 and WP/456 commenced, one delegation, supported by another delegation, presented a motion that the Committee should decide the question “Do you support the actions contained in WP/455 and WP/456 presented by the Russian Federation?” One delegation requested that the vote on that question be conducted by roll call. Another delegation proposed that the vote be taken on each of the working papers separately, expressing concern that States may have different positions on the two papers. Although, this view was supported by a number of delegations, another delegation was of the view that the papers should be voted on together. Pursuant to a vote by show of hands on the question “Do you agree that the two working papers should be considered separately?” there was a clear majority in favour of the vote being taken on the two papers together. It was subsequently clarified that there had been no intention to present a motion for consideration but simply a request for an explanation on whether the vote on the working papers would be taken separately. One delegation requested to make a statement on WP/455 and WP/456 before proceeding to the vote. That request was supported by a few delegations who expressed concerns that no discussion of these two papers would be carried out in view of the pending motion, consistent with the Standing Rules of Procedure. The Committee agreed to proceed in accordance with its established practice that papers are taken as read and not presented and therefore to proceed directly to the vote. On the original motion presented, there were 97 votes cast, with 8 votes in favour, 62 against and 27 abstentions. With a clear majority of the Committee deciding against supporting the actions

contained in WP/455 Revision No. 1 and WP/456, the Committee therefore recommended to the Plenary that it does not support those actions, nor adopt the draft Assembly Resolution proposed in the Appendix to WP/456. Following the vote, one delegation observed that the vote amounted in effect to a vote against the Convention, Assembly Resolutions and other relevant international instruments.

28.18 The Committee reviewed WP/78, presented by the Council, which invited the Assembly to acknowledge the infraction by the Democratic People's Republic of Korea (DPRK) of its obligations under the Chicago Convention and to endorse a draft Assembly Resolution on Unannounced missile launches by DPRK as proposed in the Appendix. At the same time, the Committee reviewed WP/191 presented by DPRK. The working paper invited the Assembly to note the serious concerns regarding the provision of civil aviation of DPRK. It also invited the Assembly to authorize the ICAO Secretariat to take measures, under the liaison of the responsible ICAO Member States and the UN 1718 Committee, to ensure that aeronautical services such as SITA, SADIS, JEPPESEN and Collins, currently suspended in the DPRK be resumed as soon as possible. Moreover, the Assembly was also invited to request ICAO to resume its technical activities in the DPRK, including its planned civil/military workshop.

28.19 A large majority of the delegations that took the floor acknowledged and condemned the violations of the Chicago Convention by DPRK, as set out in WP/78, and supported the draft Assembly Resolution appended thereto. The Committee urged DPRK to comply strictly with the provisions of the Chicago Convention, its Annexes and related Procedures, as well as the United Nations Security Council (UNSC) Resolutions, in order to cease the recurrence of such potentially hazardous activities. Several delegations also made reference to recent unannounced missile launches by DPRK not reported in the working paper.

28.20 The delegation of DPRK strongly rejected WP78 and asserted that full prior consideration was given to civil aviation safety and that no fatal accident or incident occurred as a result of their missile launches. It was also mentioned that these missile launches were aimed at ensuring regional peace. The delegation further asserted that for more than half a century, its State was technically at war with the United States and that the missile launches were conducted around the Korean peninsula to ensure security. One delegation expressed the view that the Executive Committee was seized of a matter which was beyond its jurisdiction and that the newly elected Council should reconsider this subject so that it could be handled in an impartial manner. That delegation also stated that by examining this matter, the Assembly was not contributing to the objectives of the Chicago Convention. This view was supported by one delegation which indicated that, while it does not support any unannounced missile launches, the imposition of sanctions against DPRK may have negative impacts for that State. It also did not support voting on this issue and suggested that ICAO should continue to engage with the DPRK to try to resolve the issue.

28.21 One delegation expressed the view that the Assembly was not the proper forum to discuss the sanctions imposed on DPRK. Another delegation emphasized that unannounced missile launches have been made in the past on several occasions and that these actions were of a barbaric nature.

28.22 One delegation mentioned that it has noted the divergent positions and called upon ICAO as a UN Specialized Agency to promote the orderly development of international civil aviation. That delegation also opined that, the civil aviation should not be politicized and sanctions are not to be the goal. Since the aviation industry was recovering from the COVID-19 pandemic, States should be invited to collaborate and pursue a constructive dialogue.

28.23 With respect to WP/191, the Committee noted the concerns expressed by DPRK in its paper while, not supporting the action items contained therein. In this regard, one delegation recalled that all UN Member States as well as UN Specialized Agencies have the international legal obligations to implement UNSC sanctions and neither ICAO nor its Member States can lift such measures.

28.24 The delegation of DPRK, supported by another delegation, highlighted that the United States has suspended air navigation services such as SITA and JEPPESEN in its State since 2017 and that this was a clear infraction of Articles 28 and 44 of the Chicago Convention, which should be reported to the Assembly under Article 54 k). That delegation also stressed that the “No Country Left Behind” initiative could not be achieved without any support for technical activities.

28.25 The Executive Committee then agreed to recommend to the Plenary the adoption of the following resolution:

**Resolution 28/3: Unannounced missile launches by the Democratic People’s Republic of Korea**

*Having* considered the item concerning recurring unannounced missile launches by the Democratic People’s Republic of Korea;

*Recalling* Assembly Resolution A32-6 concerning safety of navigation;

*Recalling* that the United Nations Security Council, acting under Chapter VII of the Charter of the United Nations, demanded that the Democratic People’s Republic of Korea not conduct any launch using ballistic missile technology and has strongly condemned the Democratic People’s Republic of Korea when doing so in violation and flagrant disregard of the Security Council’s Resolutions 1718 (2006), 2087 (2013), 2270 (2016), 2321 (2016) and 2371 (2017), inter alia;

*Bearing in mind* the provisions and principles of the Convention on International Civil Aviation, while the primary objective of ICAO continues to be that of ensuring the safety of international civil aviation worldwide;

*Considering* the paramount importance of proper coordination of activities potentially hazardous to civil aircraft with all parties concerned (Annex 11 — Air Traffic Services), due promulgation of information when the establishment of prohibited, restricted or danger areas is unavoidable (Annex 15 — Aeronautical Information Services), and effective implementation of relevant Procedures for Air Navigation Services — Aeronautical Information Management (Doc 10066);

*Noting* that the ICAO Council, on 6 October 2017, expressed its strong condemnation of the continued launching of ballistic missiles by the Democratic People’s Republic of Korea over or near international routes without advance notification, which seriously threatens the safety of international civil aviation;

*Considering* that the ICAO Council remained seized of the matter, expressing concern at episodes involving unannounced missiles being launched by the Democratic People’s Republic of Korea, which represent a serious risk to international civil aviation and which occurred in defiance of the relevant United Nations Security Council Resolutions, and affirmed that the ICAO Secretariat should avoid all technical activities with the Democratic People’s Republic of Korea, of a direct or indirect nature;

*Noting* that the ICAO Council, on 1 June 2022, condemned in the strongest possible terms the recent spate of unannounced missile launches and urged the Democratic People’s Republic of Korea to act in accordance with and respect for the Convention on International Civil Aviation, and to comply with applicable ICAO Standards and Recommended Practices;

*Considering* that the ICAO Council further decided to submit this matter to the 41st Session of the ICAO Assembly, in accordance with Article 54 k) of the *Convention on International Civil Aviation*;

The Assembly:

1. *Endorses* the decision of the ICAO Council that, aside from the incompatibility of ballistic missile launches with the applicable United Nations Security Council Resolutions, unannounced missile launches by the Democratic People's Republic of Korea constitute an infraction to the Convention on International Civil Aviation, conforming to its Article 54 k);
2. *Deeply deplores* that, in disregard of the concerns and condemnations expressed by the ICAO Council, the Democratic People's Republic of Korea has continued the unannounced launches of missiles;
3. *Strongly condemns* the Democratic People's Republic of Korea for launching missiles without advance notification, violating the Convention on International Civil Aviation and seriously threatening the safety of international civil aviation;
4. *Urgently calls upon* the Democratic People's Republic of Korea to comply strictly with the provisions of the Convention on International Civil Aviation, its Annexes and its related Procedures, in order to cease the recurrence of such potentially hazardous activities;
5. *Reaffirms* the intention of ICAO to continue and maintain close and cooperative relationship with the United Nations on this matter, fulfilling the objectives set forth in the Agreement between the United Nations and the International Civil Aviation Organization;
6. *Requests* the Council to remain seized of this matter and report back to the Assembly as appropriate; and
7. *Instructs* the Secretary General to immediately draw the attention of all Contracting States to this resolution.

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28.26 The Committee considered WP/225, presented by New Zealand, which highlighted difficulties faced by delegations in submitting hard copy credentials for the Assembly, which could be mitigated by allowing the use of technology. Following a number of supportive interventions by delegates, the Secretariat clarified that the working paper did not invite the Assembly to immediately decide on such use of technological means, but rather requested the Council to consider technological alternatives to hard copy credentials. In the Secretariat's opinion, such alternatives should be considered in light of standardized technology offering certainty and of availability of necessary funding. The Secretariat further recalled that the current ICAO requirement for originals, which is in line with the process at the United Nations General Assembly, already provided a good degree of flexibility through local options, such as issuance of credentials by Ambassadors in Canada or Heads of permanent missions to the United Nations or to ICAO.

28.27 While one delegation expressed concerns and reservations regarding the financial and security issues relating to technological alternatives, the vast majority of delegations supported the working paper, for the Council to consider the implementation of such alternatives in time for the next session of the Assembly in 2025, while preserving the necessary authenticity of credentials.

28.28 The Committee reviewed WP/232 related to the progress of the global, regional and industry initiatives intended to mitigate conflict zone risks for civil aviation as presented by Canada and co-sponsored by Australia, Jordan, Kenya, New Zealand, the Republic of Korea, the United States, the European Union and its Member States, Member States of the European Civil Aviation Conference, the Civil Air Navigation Services Organization (CANSO), EUROCONTROL, the International Air Transport

Association (IATA) and International Federation of Air Line Pilots' Associations (IFALPA) together with WP/155 presented by Ukraine related to specifics regarding the assessment of risks and threats to civil aviation security and safety of civil aircraft operations over or near armed conflict zones and in the context of martial law declared in a State.

28.29 With regards to WP/232, the Committee recalled that in response to the 2014 downing of Malaysian Airlines Flight 17, ICAO developed and published the Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones (Doc 10084). Following the 2020 downing of Ukraine International Airlines Flight 752, the ICAO Council welcomed the "Safer Skies Initiative" and established a renewed work programme related to the risk posed by the Conflict Zones. The Committee noted that in parallel to these efforts, several other global and regional initiatives were established to enhance effective airspace risk management but that considerable work remains to further improve the safety and security of civil aviation operations over or near Conflict Zones. A large majority of delegations that took the floor supported WP/232. The Committee supported the proposal to prioritize the review of the Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones (Doc 10084).

28.30 The Committee reviewed WP/155 and noted that armed conflicts cause risk to civil aviation operations, which cannot be anticipated or planned for. The Committee agreed that proper analysis needs to be done to assess risk particularly with respect to a State's incapability to control its sovereign territory and the airspace above it. The Committee noted that certain types of information, in most cases classified military information, makes it difficult to properly assess the risks over or near conflict zones and specifically when martial law is declared in a State. The Committee agreed that the Council should explore possibilities to further assess risks and threats to civil aviation operations over or near conflict zones.

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**APPENDIX**

**LIST OF WORKING PAPERS CONSIDERED BY THE EXECUTIVE COMMITTEE**

**Item 10: Contributions in Arrears**

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A41-WP/30 Revision No. 1 EX/18; AD/2	FINANCIAL ASPECTS OF THE QUESTION OF CONTRIBUTIONS IN ARREARS AND INCENTIVE SCHEME FOR THE SETTLEMENT OF LONG-OUTSTANDING ARREARS (11/07/2022)
A41-WP/30 Revision No. 1 Addendum No. 1 EX/18; AD/2	FINANCIAL ASPECTS OF THE QUESTION OF CONTRIBUTIONS IN ARREARS AND INCENTIVE SCHEME FOR THE SETTLEMENT OF LONG-OUTSTANDING ARREARS (27/09/2022)
A41-WP/30 Revision No. 1 Addendum No. 2 EX/18; AD/2	FINANCIAL ASPECTS OF THE QUESTION OF CONTRIBUTIONS IN ARREARS AND INCENTIVE SCHEME FOR THE SETTLEMENT OF LONG-OUTSTANDING ARREARS (30/09/2022)
A41-WP/30 Revision No. 1 Addendum No. 3 EX/18; AD/2	FINANCIAL ASPECTS OF THE QUESTION OF CONTRIBUTIONS IN ARREARS AND INCENTIVE SCHEME FOR THE SETTLEMENT OF LONG-OUTSTANDING ARREARS (03/10/2022)

**Item 11: Annual Reports of the Council to the Assembly for 2019, 2020 and 2021**

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A41-WP/641 EX/295	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 11 (03/10/2022)
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**Item 12: Outcomes of High Level Conference on COVID-19**

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A41-WP/20 Revision No. 1 EX/8	OUTCOMES OF THE FACILITATION STREAM OF THE HIGH-LEVEL CONFERENCE ON COVID-19 (01/08/2022)
A41-WP/26 EX/14	OUTCOME OF THE MINISTERIAL PLENARY OF THE HIGH-LEVEL CONFERENCE ON COVID-19 (14/07/2022)
A41-WP/57 Revision No. 1 EX/27	IMPLEMENTATION OF RESOLUTIONS A37-13, A39-24, A40-14, THE ICAO CAPSCA PROGRAMME AND MEDICAL PROVISIONS DURING PUBLIC HEALTH EMERGENCIES (15/09/2022)
A41-WP/63 EX/32	LESSONS LEARNED FROM COVID-19 AND PREPAREDNESS FOR FUTURE PANDEMICS (27/07/2022)
A41-WP/102 Revision No. 1 EX/48	ESTABLISHING AN OPERATIVE MULTILAYER CRISIS MANAGEMENT FRAMEWORK (15/09/2022)

A41-WP/201 EX/89	PROMOTING AVIATION RECOVERY BY ESTABLISHING A FORMAL MECHANISM TO MINIMIZE CONFUSION OF AIR TRAVELLERS (02/08/2022)
A41-WP/203 EX/91	HEALTH CRISIS RESPONSE PROGRAM TO MITIGATE THE SPREAD OF INFECTIOUS DISEASE ASSOCIATED WITH COMMERCIAL AIRLINE TRAVEL (01/08/2022)
A41-WP/213 EX/99	FACILITATION ARRANGEMENTS FOR INTERNATIONAL AVIATION BEYOND THE COVID-19 PANDEMIC (02/08/2022)
A41-WP/321 EX/137	IMPLEMENTATION OF THE GUIDELINES GIVEN BY THE HLCC 2021 RELATING TO THE REDESIGN OF MEASURES FOR ADDRESSING PANDEMICS IN THE FIELD OF AVIATION (01/08/2022)
A41-WP/363 EX/162	RECOGNITION OF A COMMON HEALTH CORRIDOR IN PANDEMIC READINESS (02/08/2022)
A41-WP/521 Revision No.1 EX/251	INDONESIA'S BIOSAFETY SAFETY MANAGEMENT AIRPORT STRATEGY DURING THE COVID-19 PANDEMIC (20/09/2022) *Information Paper
A41-WP/546 EX/260	RESPONSE TO THE CHALLENGES PRESENTED BY COVID-19 PANDEMIC (13/09/2022) *Information Paper
A41-WP/570 EX/267	THE ROLE OF NATIONAL AIR TRANSPORT FACILITATION COMMITTEE (NATFC) DURING THE CORONA VIRUS DISEASE 2019 (COVID-19) PANDEMIC (13/09/2022) *Information Paper
A41-WP/583 EX/271	تجربة سلطنة عُمان في التعامل مع جائحة كورونا (كوفيد-19) في قطاع الطيران المدني (استدامة حركة النقل الجوي أثناء الجوائح) (13/09/2022) *Information Paper
A41-WP/590 EX/273	NEW DEAL FOR AVIATION (13/09/2022) *Information Paper
A41-WP/618 EX/290	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 12 (02/10/2022)

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**Item 13: Facilitation Programmes**

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A41-WP/9 EX/4	DEVELOPMENTS PERTAINING TO THE ICAO PUBLIC KEY DIRECTORY (PKD) (10/05/2022)
A41-WP/10 EX/5	DEVELOPMENTS PERTAINING TO THE ICAO TRAVELLER IDENTIFICATION PROGRAMME (ICAO TRIP) STRATEGY (16/06/2022)
A41-WP/18 EX/6	CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES RELATED TO FACILITATION (12/07/2022)
A41-WP/19 EX/7	DEVELOPMENTS PERTAINING TO ANNEX 9 — FACILITATION (15/06/2022)

A41-WP/21 Revision No. 1 EX/9	ASSISTANCE TO AIRCRAFT ACCIDENT VICTIMS AND THEIR FAMILIES (09/09/2022)
A41-WP/54 EX/25	PREVENTING AND COMBATTING HUMAN TRAFFICKING — ACTIONS FOR REGIONAL AIRPORT OPERATORS AND INTERNATIONAL COOPERATION (06/07/2022)
A41-WP/73 Revision No.1 EX/277	INTERNATIONAL CARRIAGE BY AIR AND DATA PROTECTION LAWS (19/09/2022)
A41-WP/76 Revision No. 1 EX/38	BUILDING A RESILIENT FRAMEWORK FOR FUTURE OUTBREAKS (29/08/2022)
A41-WP/77 Revision No. 1 EX/39	ESTABLISHING A RESOLUTION ON HIGH-LEVEL PRINCIPLES FOR THE FUTURE OF PASSENGER JOURNEY (29/08/2022)
A41-WP/79 Revision No. 1 EX/41	ACCESSIBILITY TO PERSONS WITH DISABILITIES: DIGNIFIED AIR TRAVEL FOR ALL (29/08/2022)
A41-WP/81 EX/42	PRE-TRAVEL VERIFICATION AND DIGITIZATION OF PROCESSES (28/07/2022)
A41-WP/82 EX/43	AN INTEGRATED APPROACH TO HEALTH, FACILITATION AND CRISIS RESPONSE (29/07/2022)
A41-WP/88 EX/44	INCLUDE IN THE ICAO SECRETARIAT GENERAL A SECTION DEDICATED TO THE ICAO VICTIMS AND FAMILIES ASSISTANCE POLICY (28/07/2022)
A41-WP/98 EX/47	ASSISTANCE TO VICTIMS IN THE EMERGENCY PLANS OF AIRPORTS AND AIRLINES (ACI-IATA) (03/08/2022)
A41-WP/141 EX/58	PAKISTAN'S WORK ON FACILITATION (02/08/2022) *Information Paper
A41-WP/142 EX/59	TOWARDS FURTHER PROMOTING ONE ID FOR IMPROVED PASSENGER CONVENIENCE AND CONTACTLESS TRAVEL (02/08/2022)
A41-WP/143 EX/60	INTERNATIONAL AIR TRANSPORT AND PASSENGER DATA PROTECTION (01/08/2022)
A41-WP/144 EX/61	SUPPORTING EFFECTIVE MECHANISMS TO FIGHT WILDLIFE TRAFFICKING (02/08/2022)
A41-WP/145 EX/62	FACILITATION AND CAPSCA CONSIDERATIONS TO SUPPORT MEMBER STATES (02/08/2022)

A41-WP/146 EX/63	FACILITATION OF AIRPORT OPERATIONS AND PASSENGER MOVEMENTS IN AIR TRAVEL RECOVERY (02/08/2022)
A41-WP/176 EX/80	ENHANCING COORDINATED RESPONSE TO MITIGATE GLOBAL CRISIS (02/08/2022)
A41-WP/182 EX/83	PROPOSAL TO ESTABLISH AIR CARGO MULTIDISCIPLINARY DIGITALIZATION TASK FORCE (02/08/2022)
A41-WP/185 EX/84	STRATEGY ON ACCESSIBILITY FOR PEOPLE WITH DISABILITIES (02/08/2022)
A41-WP/194 EX/87	NEED TO UPDATE AND ALIGN THE FACILITATION MANUAL TO THE UPDATED FORMAT OF ANNEX 9 SARPS – FACILITATION (02/08/2022)
A41-WP/204 Revision No. 1 EX/92	“HARMONISING AIR TRAVEL” A UNIVERSALLY RECOGNISED AND HARMONISED HEALTH REQUIREMENT FRAMEWORK FOR AIR PASSENGERS (30/08/2022)
A41-WP/257 EX/110	HARMONIZING CREW TREATMENT STANDARDS WORLDWIDE (02/08/2022)
A41-WP/259 EX/111	ESTABLISHMENT OF FACILITATION OVERSIGHT SYSTEM (02/08/2022)
A41-WP/272 EX/119	ASSISTANCE TO AIRCRAFT ACCIDENT VICTIMS AND THEIR FAMILIES (02/08/2022)
A41-WP/312 EX/133	IMPLEMENTATION OF ANNEX 9 AND LAYING THE FOUNDATIONS OF STATE-LEVEL AUDITS (02/08/2022)
A41-WP/313 EX/134	REVIEW AND STRENGTHENING OF THE VALUE OF CREW MEMBER CERTIFICATES (CMC) IN THE FACILITATION PANEL (01/08/2022)
A41-WP/315 EX/135	ESTABLISHING A COMMON POLICY FOR PASSPORT VALIDITY (01/08/2022)
A41-WP/318 EX/136	THE IMPORTANCE OF A COMPREHENSIVE STRATEGY TO COMBAT HUMAN TRAFFICKING IN AVIATION (02/08/2022)
A41-WP/339 EX/161	ASSISTANCE TO AIRCRAFT ACCIDENT VICTIMS AND THEIR FAMILIES (02/08/2022)
A41-WP/340 EX/144	ACCESSIBILITY AND UNIVERSAL DESIGN IN AIR TRANSPORT FACILITATION ESTABLISHMENT OF GENERAL GUIDELINES AND BEST PRACTICES RELATING TO PASSENGERS WITH REDUCED MOBILITY (02/08/2022)

A41-WP/345 EX/147	PASSENGER DATA REQUIRED BY STATES: EFFICIENT USE OF AVAILABLE INFORMATION WITH A VIEW TO A ONE-STOP ENTRY PLATFORM (02/08/2022)
A41-WP/358 EX/156	IMPLEMENTATION OF PANDEMIC RELATED TRAVEL BANS (02/08/2022)
A41-WP/359 EX/157	ASSISTANCE TO PERSONS WITH REDUCED MOBILITY (PRMS) (02/08/2022)
A41-WP/390 EX/179	ESTABLISHING A DEFINITION FOR FACILITATION (02/08/2022)
A41-WP/397 Revision No.2 EX/182	LIMITATIONS ON THE IMPLEMENTATION OF THE STATE OVERSIGHT PROGRAMME FOR AIR OPERATORS OF THE BOLIVARIAN REPUBLIC OF VENEZUELA (20/09/2022)
A41-WP/412 EX/183	ACTION BY AIRPORT OPERATORS TO PREVENT AND COMBAT TRAFFICKING IN PERSONS IN THE REGION, AND INTERNATIONAL COOPERATION (02/08/2022)
A41-WP/420 EX/188	PROPOSED GUIDANCE AND TRAINING TO COMBAT HUMAN TRAFFICKING, BASED ON THE IDENTIFICATION OF ANOMALOUS BEHAVIOUR (02/08/2022)
A41-WP/461 EX/212	ENHANCING ACCESSIBILITY AND SOCIAL RESPONSIBILITY IN AVIATION (02/08/2022) *Information Paper
A41-WP/494 Revision No.1 EX/238	CONTRIBUTIONS OF PAPERLESS TRAVEL TO CHINA'S COVID-19 RESPONSE EFFORTS (15/09/2022) *Information Paper
A41-WP/527 EX/253	تجربة المملكة في التعامل مع الأشخاص الممنوعين من الدخول أثناء فترة جائحة كورونا (12/09/2022) *Information Paper
A41-WP/533 EX/254	BIOMETRIC TECHNOLOGY TO IMPROVE FACILITATION AND INCREASE SECURITY IN AIR TRANSPORT (13/09/2022) *Information Paper
A41-WP/544 EX/258	IMPROVING ACCESSIBILITY IN BRAZIL CIVIL AVIATION (13/09/2022) *Information Paper
A41-WP/619 EX/291	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 13 (02/10/2022)

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**Item 14: Aviation Security — Policy**

A41-WP/4 EX/1	IMPLEMENTATION OF THE GLOBAL AVIATION SECURITY PLAN (GASeP) (27/06/2022)
A41-WP/5 EX/2	CONSOLIDATED STATEMENT ON CONTINUING ICAO POLICIES RELATED TO AVIATION SECURITY (11/07/2022)

A41-WP/22 EX/10	CYBERSECURITY IN CIVIL AVIATION (07/07/2022)
A41-WP/23 EX/11	REPORT ON THE ICAO YEAR OF SECURITY CULTURE (YOSC) 2021 (30/05/2022)
A41-WP/25 EX/13	RECOGNITION OF EQUIVALENCE OF SECURITY MEASURES — ONE-STOP SECURITY (01/08/2022)
A41-WP/64 EX/33	INTEGRATION AND COORDINATION OF ICAO CYBERSECURITY STRATEGIES AND WORKPLANS (22/07/2022)
A41-WP/74 EX/36	DEVELOPMENT OF A FRAMEWORK FOR CYBERSECURITY (26/07/2022)
A41-WP/75 EX/37	ENSURING EFFECTIVE AVIATION SECURITY IN THE COVID-19 RECOVERY WORLD (27/07/2022)
A41-WP/130 EX/54	HUMAN FACTORS IN THE AVIATION SECURITY DOMAIN (02/08/2022)
A41-WP/137 EX/56	UPDATING THE GLOBAL AVIATION SECURITY PLAN (GASeP) (02/08/2022)
A41-WP/151 EX/66	THE COMPLEXITY OF ADDRESSING CYBERSECURITY IN CIVIL AVIATION (02/08/2022)
A41-WP/152 EX/67	POTENTIAL BENEFITS FROM REMOTE TECHNIQUES AS A SUPPLEMENTARY MEANS TO PERFORM EFFECTIVE AVIATION SECURITY OVERSIGHT (02/08/2022)
A41-WP/154 EX/68	CONTINUED IMPORTANCE OF SECURITY CULTURE AS AIR TRAVEL RECOVERS (02/08/2022)
A41-WP/156 EX/70	IMPORTANCE OF COLLABORATION AND PARTNERSHIP FOR ENHANCEMENT OF SECURITY CULTURE (01/08/2022)
A41-WP/158 EX/72	PROVISION OF CAPACITY BUILDING AND CYBERSECURITY TRAINING FOR STATES (02/08/2022)
A41-WP/189 EX/85	EVALUATING AND INNOVATING ICAO AVSEC PLANS AND PROGRAMMES (02/08/2022)
A41-WP/222 EX/102	FACING THE RISE OF UNRULY PASSENGERS BY ADOPTING NEW MEASURES (02/08/2022)
A41-WP/231 EX/104	CYBERSECURITY CULTURE STRATEGY (02/08/2022)
A41-WP/238 Revision No. 2	INTERNATIONAL COOPERATION FOR THE PROMOTION OF DEVELOPMENT AND UTILIZATION OF AVIATION ADVANCED SECURITY EQUIPMENT

EX/106	(23/08/2022)
A41-WP/241 EX/108	SECURING AVIATION THROUGH THE ZERO-TRUST APPROACH (02/08/2022)
A41-WP/243 EX/109	PROMOTE COOPERATION AMONG REGIONAL ORGANIZATION AND BODIES TO INCREASE THE EFFECTIVENESS OF AVIATION SECURITY (02/08/2022)
A41-WP/267 EX/116	CERTIFICACIÓN DEL PERSONAL DE SEGURIDAD DE LA AVIACIÓN CIVIL EN REPÚBLICA DOMINCANA (02/08/2022) *Information Paper
A41-WP/271 EX/118	ENVISION OF PROPOSED REGULATORY FRAMEWORK FOR COUNTER ROGUE DRONE (02/08/2022)
A41-WP/281 EX/121	CYBERSECURITY GOVERNANCE IN CIVIL AVIATION (28/07/2022)
A41-WP/282 Revision No. 1 EX/122	PROPOSAL FOR DEVELOPING INTERNATIONAL STANDARDS FOR THE AVIATION SECURITY VOLUNTARY REPORTING (ASVR) SYSTEM AND IMPROVEMENT OF THE CLASSIFICATION SYSTEM (10/08/2022)
A41-WP/293 EX/126	SANCIONES APLICABLES A PERSONAS DISRUPTIVAS (08/08/2022) *Information Paper
A41-WP/302 EX/130	PROMOTING REGIONAL AND INTERNATIONAL SUPPORT AND COOPERATION IN CIVIL AVIATION SECURITY (02/08/2022)
A41-WP/330 EX/140	AVIATION SECURITY THREAT AND RISK ASSESSMENT (02/08/2022)
A41-WP/331 EX/141	REGIONAL ICAO-SAM EXPERIENCE OF GASeP IMPLEMENTATION BASED ON THE ICAO-LACAC NACC/SAM AVSEC/FAL GROUP'S ROADMAP AGREED IN PANAMA IN 2018 (02/08/2022)
A41-WP/333 EX/143	REFORMULATION OF TIMELINES AND PERCENTAGES FOR THE GLOBAL AVIATION SECURITY PLAN (02/08/2022)
A41-WP/347 Revision No. 1 EX/149	THREAT POSED TO CIVIL AVIATION BY MAN-PORTABLE AIR DEFENCE SYSTEMS (MANPADS) (01/09/2022) *Information Paper
A41-WP/349 EX/150	ASSISTANCE IN THE IMPLEMENTATION OF PROGRAMMES FOR DETECTING AND RESPONDING TO ANOMALOUS BEHAVIOUR AGAINST THE SECURITY OF CIVIL AVIATION (02/08/2022)
A41-WP/374 EX/170	READINESS OF PERSONNEL FOR CYBERSECURITY IN AIR NAVIGATION SERVICES AT NORMAL AND CRISES TIMES

	(02/08/2022)
A41-WP/387 EX/176	DESIGN OF A MECHANISM TO EVALUATE THE IMPLEMENTATION OF THE GLOBAL AVIATION SECURITY PLAN (GASeP) (02/08/2022)
A41-WP/388 EX/177	STRENGTHENING THE RESPONSE TO THE INSIDER THREAT IN CIVIL AVIATION (02/08/2022)
A41-WP/416 EX/187	DEVELOPMENT OF iPACK FOR ASSISTANCE TO STATES IN THE IMPLEMENTATION OF THE CYBERSECURITY STRATEGY REQUIRED BY ICAO (02/08/2022)
A41-WP/422 EX/189	DESARROLLO DE LA REPÚBLICA DOMINICANA EN MATERIA DE SEGURIDAD DE LA AVIACIÓN CIVIL (08/08/2022) *Information Paper
A41-WP/423 EX/190	AVANCES EN CIBERSEGURIDAD DE LA AVIACIÓN CIVIL (02/08/2022) *Information Paper
A41-WP/480 EX/228	CONTINUOUS IMPLEMENTATION AND MONITORING OF SECURITY CULTURE ACTIVITIES (02/09/2022) *Information Paper
A41-WP/517 EX/249	DEVELOPMENT OF GENERAL AVIATION SECURITY CAPABILITIES THROUGH THE EU-WCO-COLIBRI PROJECT (12/09/2022) *Information Paper
A41-WP/518 EX/250	SEGURIDAD DE LA AVIACIÓN CIVIL (12/09/2022) *Information Paper
A41-WP/524 EX/252	BEST PRACTICES AND ACHIEVEMENTS OF PROMOTING SECURITY CULTURE IN THE REPUBLIC OF KOREA (13/09/2022) *Information Paper
A41-WP/539 EX/255	UPDATE ON THE UNITED STATES FEDERAL AVIATION ADMINISTRATION'S UNMANNED AIRCRAFT SYSTEMS SECURITY ACTIVITIES (13/09/2022) *Information Paper
A41-WP/613 EX/286	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 14 (04/10/2022)

**Item 15: Audit Programmes – Continuous Monitoring Approach**

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A41-WP/7 EX/3	IMPLEMENTATION OF THE ICAO CONTINUOUS MONITORING APPROACH (CMA) AUDIT PROGRAMMES (16/06/2022)
A41-WP/27 EX/15	REPORT ON THE EVOLUTION OF THE UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP) CONTINUOUS MONITORING APPROACH (CMA) AND POST IMPLEMENTATION REVIEW (09/06/2022)
A41-WP/59 EX/28	IMPACT OF UPDATING THE PROTOCOL QUESTIONS (PQs) ON THE PERCENTAGE OF EFFECTIVE IMPLEMENTATION OF AUDITED STATES (25/07/2022)

A41-WP/202 EX/90	ESTABLISHMENT OF ICAO TIME FRAME FOR CORRECTIVE ACTION PLAN (CAP) ACCEPTANCE PROCESS (02/08/2022)
A41-WP/212 EX/98	CONTINUOUS ENHANCEMENT OF THE UNIVERSAL SECURITY AUDIT PROGRAMME - CONTINUOUS MONITORING APPROACH (USAP-CMA) (02/08/2022)
A41-WP/309 EX/131	USING A WHOLESOME THEORETICAL AND PRACTICAL APPROACH TO TRAIN PERSONNEL INVOLVED IN AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATIONS (02/08/2022)
A41-WP/379 EX/173	MONITORING AND EVALUATION OF STATE CORRECTIVE ACTION PLANS IN THE USOAP CMA ONLINE FRAMEWORK (02/08/2022)
A41-WP/386 EX/175	REVAMPING OF REGULATORY OVERSIGHT SYSTEM IN PAKISTAN (02/08/2022) *Information Paper
A41-WP/457 EX/211	EVOLUTION OF THE UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME CONTINUOUS MONITORING APPROACH (USOAP CMA) (02/08/2022)
A41-WP/488 EX/235	STRENGTHENING USAP-CMA AUDIT TEAMS FOR THE ASSESSMENT AND IMPLEMENTATION OF ANNEX 17 CYBERSECURITY REQUIREMENT (02/08/2022)
A41-WP/558 EX/262	STATUS OF PROGRESS TO ADDRESS DEFICIENCIES IDENTIFIED BY ICAO DURING ITS SAFETY OVERSIGHT ACTIVITIES (12/09/2022) *Information Paper
A41-WP/598 EX/276	USOAP PROTOCOL QUESTIONS TO INCLUDE FLIGHT DISPATCH (14/09/2022) *Information Paper
A41-WP/612 EX/285	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 15 (04/10/2022)

**Item 16: Environmental Protection – General provisions, Aircraft Noise and Local Air Quality**

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A41-WP/93 Revision No. 1 EX/45	CIVIL AVIATION AND THE ENVIRONMENT (31/08/2022)
A41-WP/95 EX/46	CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES AND PRACTICES RELATED TO ENVIRONMENTAL PROTECTION – GENERAL PROVISIONS, NOISE AND LOCAL AIR QUALITY (22/08/2022)
A41-WP/163 EX/73	ASSESSMENT OF NOISE POLLUTION IN AIRCRAFT HANGARS (22/07/2022) *Information Paper
A41-WP/168 EX/75	ENHANCING TRANSPARENCY OF CAEP STANDARD SETTING PROCESS FOR THE “DUAL STRINGENCY” (01/08/2022)

A41-WP/209  
EX/95 CONTRIBUTIONS AND PROGRESS IN CIVIL AVIATION IN LATIN AMERICA  
REGARDING NOISE AND LOCAL AIR QUALITY  
(02/08/2022)

A41-WP/601  
EX/278 DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 16  
(28/09/2022)

**Item 17: Environmental Protection – International Aviation and Climate Change**

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A41-WP/167  
Revision No. 1  
EX/74 CARBON REDUCTION TECHNOLOGY – REGULATORY FRAMEWORK TO  
FACILITATE AEROPLANE AND ENGINE TECHNOLOGY DEVELOPMENTS FOR  
CARBON REDUCTION  
(29/08/2022)

A41-WP/169  
EX/76 IMPLEMENTATION ISSUES REGARDING THE SCENARIOS FOR A LONG-TERM  
ASPIRATIONAL GOAL FOR INTERNATIONAL AVIATION CO2 EMISSIONS  
REDUCTIONS AND THEIR INTERRELATIONSHIP WITH CORSIA  
(01/08/2022)

A41-WP/172  
EX/77 ENHANCING INTERNATIONAL COOPERATION IN AERIAL FIREFIGHTING AS A  
HIGHLY EFFECTIVE FACTOR IN REAL REDUCTION OF GLOBAL GREENHOUSE  
GAS EMISSIONS AND ACHIEVEMENT OF CARBON NEUTRALITY BY MID-  
CENTURY  
(01/08/2022)

A41-WP/173  
EX/78 CORSIA IMPLEMENTATION AND RECOGNITION OF ITS ELIGIBLE FUELS  
(02/08/2022)

A41-WP/206  
EX/94 PROMOTING A COMPREHENSIVE REGULATORY SCHEME FOR THE  
DEVELOPMENT OF SUSTAINABLE AVIATION FUELS  
(02/08/2022)

A41-WP/210  
EX/96 AIRPORTS' EFFORTS TO DECARBONIZE, REQUIRED SUPPORT AND A  
COLLABORATIVE APPROACH WITH GOVERNMENTS AND STAKEHOLDERS  
(02/08/2022)

A41-WP/280  
EX/120 REDUCTION OF CO2 EMISSIONS THROUGH THE IMPLEMENTATION OF  
OPERATIONAL MEASURES  
(05/08/2022) \*Information Paper

A41-WP/351  
EX/152 CLIMATE ACTION FROM ANSPs IN SUPPORT OF INDUSTRY DECARBONISATION  
(18/07/2022) \*Information Paper

A41-WP/362  
EX/160 AVIATION DECARBONIZATION PATHWAYS PLACED IN THE CONTEXT OF  
PARIS AGREEMENT TEMPERATURE TARGETS  
(30/08/2022) \*Information Paper

A41-WP/368  
EX/166 CLIMATE CHANGE  
(26/08/2022)

A41-WP/369  
EX/167 CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES AND PRACTICES  
RELATED TO ENVIRONMENTAL PROTECTION – CLIMATE CHANGE  
(27/08/2022)

A41-WP/413 EX/184	ICSA'S VIEWS ON A LONG-TERM ASPIRATIONAL GOAL FOR INTERNATIONAL AVIATION CO2 EMISSIONS REDUCTIONS (30/08/2022)
A41-WP/415 EX/186	THE SUCCESSFUL DEVELOPMENT OF A SUSTAINABLE AVIATION INDUSTRY NEEDS A JUST TRANSITION TO A ZERO CARBON FUTURE (31/08/2022)
A41-WP/428 EX/194	AGREEMENT ON A LONG-TERM ASPIRATIONAL GOAL FOR INTERNATIONAL AVIATION CO2 EMISSIONS REDUCTIONS FROM ICAO (31/08/2022)
A41-WP/431 EX/197	INITIATIVES TO DECARBONISE AIRPORTS (31/08/2022)
A41-WP/432 EX/198	THE NEED FOR AGREEMENT ON AN AMBITIOUS CORSIA (31/08/2022)
A41-WP/434 EX/200	CONSIDERATIONS FOR THE LONG-TERM ASPIRATIONAL GOAL (31/08/2022)
A41-WP/435 EX/201	FINANCING THE IMPLEMENTATION OF AN AMBITIOUS LONG-TERM ASPIRATIONAL GOAL AND SUPPORTING CAPACITY BUILDING (31/08/2022)
A41-WP/436 EX/202	PERSPECTIVES ON SUSTAINABLE AVIATION INCLUDING A LONG-TERM ASPIRATIONAL GOAL FOR INTERNATIONAL AVIATION CO2 EMISSION REDUCTIONS (31/08/2022)
A41-WP/438 EX/204	VIEWS OF THE AFCAC MEMBER STATES ON ICAO LONG TERM ASPIRATIONAL GOAL (LTAG) (31/08/2022)
A41-WP/439 EX/205	CLIMATE ACTION FROM MANUFACTURING INDUSTRY IN SUPPORT OF INDUSTRY DECARBONISATION (30/08/2022) *Information Paper
A41-WP/440 EX/206	CONTRIBUTION OF THE BUSINESS AVIATION SECTOR TO ENVIRONMENTAL PROTECTION AND IN ADDRESSING THE IMPACT OF CLIMATE CHANGE (30/08/2022) *Information Paper
A41-WP/466 Revision No. 1 EX/214	INDUSTRY VIEWS ON DELIVERING A LONG-TERM CLIMATE GOAL FOR AVIATION (16/09/2022)
A41-WP/469 EX/217	POSITIONS AND RECOMMENDATIONS ON GOALS AND MEASURES FOR INTERNATIONAL AVIATION CO2 EMISSIONS REDUCTIONS (31/08/2022)
A41-WP/470 EX/218	PERSPECTIVES ON THE ESTABLISHMENT OF ASSISTANCE MECHANISMS BASED ON THE NEEDS OF DEVELOPING COUNTRIES (31/08/2022)
A41-WP/471	INCLUSIVE APPROACH TO ACHIEVING A COLLECTIVE LTAG

EX/219	(31/08/2022)
A41-WP/472 EX/220	ENHANCING ENVIRONMENTAL SUSTAINABILITY: IMPORTANCE OF SUSTAINABLE AVIATION FUELS (30/08/2022)
A41-WP/473 EX/221	SUSTAINABLE AVIATION FUELS (SAF) - FINANCING AND TECHNOLOGY TRANSFER FOR DEVELOPING STATES (31/08/2022)
A41-WP/474 EX/222	BUILDING SKILLS AND TOOLS TO IMPLEMENT LTAG OPERATIONAL MEASURES (31/08/2022)
A41-WP/475 EX/223	CLIMATE ACTION FROM AIRLINES IN SUPPORT OF INDUSTRY DECARBONISATION (31/08/2022) *Information Paper
A41-WP/476 EX/224	ICAO'S ROLE IN SUPPORTING THE ENERGY TRANSITION TO SUSTAINABLE AVIATION FUELS (02/09/2022) *Information Paper
A41-WP/477 EX/225	THE COST OF ACHIEVING NET-ZERO CARBON IN AVIATION (02/09/2022) *Information Paper
A41-WP/486 EX/233	MEASUREMENT OF CO2 EMISSIONS GENERATED BY AIRPORT GROUND ACCESS VEHICLES (GAV) (31/08/2022)
A41-WP/489 EX/236	DOMESTIC AND INTERNATIONAL ROLES OF ROADMAPS FOR PROMOTING DECARBONISATION OF AVIATION (31/08/2022)
A41-WP/490 EX/237	WFP OPERATIONAL MEASURES FOR ENVIRONMENTAL PROTECTION IN AVIATION ACTIVITIES (08/09/2022) *Information Paper
A41-WP/495 Revision No.1 EX/239	VIEWS FROM INTERNATIONAL AVIATION CLIMATE AMBITION COALITION MEMBERS ON LTAG AND CORSIA (27/09/2022)
A41-WP/502 EX/241	HOW AIRPORTS CAN SUPPORT THE DECARBONIZATION OF THE AVIATION ECOSYSTEM – A HOLISTIC APPROACH (08/09/2022) *Information Paper
A41-WP/503 EX/242	NEW CERTIFICATION PROCEDURES FOR SUSTAINABLE AVIATION FUELS (13/09/2022) *Information Paper
A41-WP/504 EX/243	A POLICY VISION FOR PROMOTING THE SCALE-UP OF SUSTAINABLE AVIATION FUELS (SAFs) (09/09/2022) *Information Paper
A41-WP/509 EX/244	ENVIRONMENTAL SUSTAINABILITY (12/09/2022) *Information Paper
A41-WP/510	ENVIRONMENTAL SUSTAINABILITY - LOW EMISSION TECHNOLOGIES

EX/245	(12/09/2022) *Information Paper
A41-WP/514 EX/246	HYDROGEN, A KEY SOLUTION TO DECARBONIZE AVIATION (12/09/2022) *Information Paper
A41-WP/515 EX/247	EUROPEAN AVIATION ENVIRONMENTAL REPORT 2022 (12/09/2022) *Information Paper
A41-WP/516 EX/248	EUROPEAN POLICY ACTIONS TO PROMOTE SUSTAINABLE AVIATION FUELS (SAF) (12/09/2022) *Information Paper
A41-WP/545 EX/259	MEANS OF IMPLEMENTATION OF A LONG-TERM ASPIRATIONAL GOAL FOR AIR TRANSPORT (13/09/2022) *Information Paper
A41-WP/568 EX/266	INTERNATIONAL AVIATION NEEDS TO AGREE AMBITIOUS MEASURES TO ADDRESS CLIMATE CHANGE AND COMMIT TO AN EQUITABLE TRANSITION (31/08/2022)
A41-WP/581 EX/270	APPROACH TO MITIGATE CO2 EMISSIONS FROM AVIATION (12/09/2022) *Information Paper
A41-WP/594 EX/274	A MORE CO-ORDINATED APPROACH TO SHARING INFORMATION RELATED TO SUSTAINABLE AVIATION FUELS DEVELOPMENT AND DEPLOYMENT (12/09/2022) *Information Paper
A41-WP/602 Revision No.1 EX/279	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 17 (06/10/2022)

**Item 18: Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)**

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A41-WP/169 EX/76	IMPLEMENTATION ISSUES REGARDING THE SCENARIOS FOR A LONG-TERM ASPIRATIONAL GOAL FOR INTERNATIONAL AVIATION CO2 EMISSIONS REDUCTIONS AND THEIR INTERRELATIONSHIP WITH CORSIA (01/08/2022)
A41-WP/174 EX/79	PROGRESS ON AVIATION ENVIRONMENTAL PROTECTION ACTIVITY ENGAGEMENT IN THE COOPERATIVE REPUBLIC OF GUYANA (02/08/2022)
A41-WP/181 EX/82	CONTRIBUTIONS OF CENTRAL AMERICA IN THE IMPLEMENTATION OF THE CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA) (02/08/2022)
A41-WP/211 EX/97	تجربة سلطنة عمان في تطبيق خطة التعويض عن الكربون وخفضه في مجال الطيران الدولي (خطة كورسيا) (02/08/2022) *Information Paper
A41-WP/370 EX/168	CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA) (27/08/2022)

A41-WP/371 EX/169	CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES AND PRACTICES RELATED TO ENVIRONMENTAL PROTECTION – CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA) (27/08/2022)
A41-WP/427 EX/193	THE VIEWS OF THE AUTHORS ON CORSIA REVIEW (31/08/2022)
A41-WP/432 EX/198	THE NEED FOR AGREEMENT ON AN AMBITIOUS CORSIA (31/08/2022)
A41-WP/433 EX/199	REDEFINING THE CORSIA PERIODIC REVIEW (31/08/2022)
A41-WP/437 EX/203	PERSPECTIVES ON THE 2022 CORSIA REVIEW (31/08/2022)
A41-WP/465 EX/213	VIEWS OF THE AFCAC MEMBER STATES ON CORSIA IMPLEMENTATION (31/08/2022)
A41-WP/468 EX/216	PROPOSALS ON THE IMPLEMENTATION OF CORSIA THROUGH NATIONALLY DETERMINED CONTRIBUTIONS AND THE DEVELOPMENT OF CORSIA PERIODIC REVIEW METHODOLOGIES (31/08/2022)
A41-WP/469 EX/217	POSITIONS AND RECOMMENDATIONS ON GOALS AND MEASURES FOR INTERNATIONAL AVIATION CO2 EMISSIONS REDUCTIONS (31/08/2022)
A41-WP/485 EX/232	PROMOTION OF CORSIA VERIFICATION BODIES IN DEVELOPING COUNTRIES (31/08/2022)
A41-WP/487 EX/234	CAPACITY BUILDING FOR INTERNATIONAL CIVIL AVIATION CARBON OFFSETTING PROJECTS (31/08/2022)
A41-WP/495 Revision No.1 EX/239	VIEWS FROM INTERNATIONAL AVIATION CLIMATE AMBITION COALITION MEMBERS ON LTAG AND CORSIA (27/09/2022)
A41-WP/568 EX/266	INTERNATIONAL AVIATION NEEDS TO AGREE AMBITIOUS MEASURES TO ADDRESS CLIMATE CHANGE AND COMMIT TO AN EQUITABLE TRANSITION (31/08/2022)
A41-WP/581 EX/270	APPROACH TO MITIGATE CO2 EMISSIONS FROM AVIATION (12/09/2022) *Information Paper
A41-WP/603 Revision No.1 EX/280	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 18 (01/10/2022)

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**Item 19: Multilingualism at ICAO**

A41-WP/44 EX/22	MULTILINGUALISM AT ICAO (06/07/2022)
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A41-WP/117 EX/53	PROMOTING RATIFICATION OF THE PROTOCOL TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION IN THE SIX WORKING LANGUAGES AND MULTILINGUALISM (01/08/2022)
A41-WP/343 Revision No. 1 EX/145	MULTILINGUALISM – ONE OF THE FUNDAMENTAL PRINCIPLES CONTRIBUTING TO THE ACHIEVEMENT OF THE GOALS OF ICAO AS A SPECIALIZED AGENCY OF THE UNITED NATIONS (01/09/2022)
A41-WP/365 EX/163	TRANSLATION OF THE GLOBAL AIR NAVIGATION PLAN (02/08/2022)
A41-WP/426 EX/192	MULTILINGUALISM: AN ICAO INITIATIVE TO STRENGTHEN ITS ORGANIZATIONAL CULTURE AND EQUALITY OF OPPORTUNITY (02/08/2022)
A41-WP/639 EX/293	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 19 (04/10/2022)

**Item 20: Increasing the efficiency and effectiveness of ICAO**

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A41-WP/43 Revision No. 1 EX/21	INCREASING THE EFFICIENCY AND EFFECTIVENESS OF ICAO (02/08/2022)
A41-WP/332 EX/142	CONSIDERATIONS FOR FACILITATING ELECTRONIC DISTRIBUTION OF ICAO STATE LETTERS (02/08/2022)
A41-WP/389 EX/178	GLOBAL STANDARDS RELATED TO THE DESIGN, CERTIFICATION AND OPERATIONS OF WATER AERODROMES (27/07/2022)
A41-WP/543 EX/257	WATER AERODROMES REGULATORY FRAMEWORK (12/09/2022) *Information Paper
A41-WP/604 EX/281	RESILIENCE AND EFFICIENCY THROUGH LEADERSHIP AND COOPERATION (28/08/2022) *Information Paper
A41-WP/609 EX/283	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 20 (04/10/2022)

**Item 21: United Nations 2030 Agenda - Sustainable Developments Goals (SDGs)**

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A41-WP/55 EX/26	UNITED NATIONS 2030 AGENDA – SUSTAINABLE DEVELOPMENT GOALS (SDGs) (18/07/2022)
A41-WP/71 EX/35	IMPROVING CABIN WASTE REUSE AND RECYCLING PERFORMANCE (25/07/2022) *Information Paper
A41-WP/149 EX/64	REQUIRING GUIDANCE FOR NATIONAL AVIATION POLICY (NAP) OR CIVIL AVIATION MASTER PLANNING (CAMP) (02/08/2022)

A41-WP/150 EX/65	DEEPENING PRAGMATIC GLOBAL CIVIL AVIATION COOPERATION AND SPEEDING UP IMPLEMENTATION OF 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT (02/08/2022)
A41-WP/178 EX/81	AVIATION'S CONTRIBUTION TOWARDS THE UNITED NATIONS 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT (04/08/2022) *Information Paper
A41-WP/484 EX/231	THE INDEX FRAMEWORK SYSTEM FOR CIVIL AVIATION HIGH-QUALITY DEVELOPMENT AND ITS APPLICATION (30/08/2022) *Information Paper
A41-WP/540 EX/256	SUSTAINABLE DEVELOPMENT GOAL 8 – RECOGNISING THE ROLE AND OPPORTUNITIES FOR COLLABORATION WITH THE INTERNATIONAL LABOUR ORGANIZATION (13/09/2022) *Information Paper
A41-WP/562 EX/263	INDONESIA'S CONTRIBUTION TO THE UNITED NATIONS SUSTAINABLE DEVELOPMENT GOALS (06/09/2022) *Information Paper
A41-WP/617 EX/289	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 21 (04/10/2022)

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**Item 22: Resource Mobilization and Voluntary Funds**

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A41-WP/47 EX/23	REPORT ON RESOURCE MOBILIZATION AND VOLUNTARY FUNDS (30/05/2022)
A41-WP/549 Revision No.1 EX/261	THE ROLE OF CIVIL AVIATION TRAINING INSTITUTE (CATI) PAKISTAN – PROVISION OF QUALITY TRAINING SERVICES FOR ICAO MEMBER STATES (23/09/2022)
A41-WP/615 EX/288	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 22 (04/10/2022)

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**Item 23: Innovation in Aviation**

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A41-WP/42 EX/20	REPORT ON THE IMPLEMENTATION OF ASSEMBLY RESOLUTION A40-27 INNOVATION IN AVIATION (11/07/2022)
A41-WP/110 Revision No. 1 EX/50	LEGAL AND SOCIETAL STAKES FOR THE EMERGING AIR MOBILITY IN METROPOLITAN AREAS (17/08/2022)
A41-WP/111 EX/51	PHASED APPROACH FOR SARPS APPLICABILITY (02/08/2022)
A41-WP/112 Revision No. 1 EX/52	POLICYMAKING AND PROCESSES FOR INNOVATION (15/08/2022)
A41-WP/200 EX/88	REVIEW OF ICAO PROCESSES TO HELP RESPOND TO NEW AND EMERGING AVIATION TRENDS (02/08/2022)

A41-WP/325 EX/138	OPTIMIZING DEVELOPMENT OF ICAO STANDARDS AND ASSOCIATED PROCEDURES FOR EFFECTIVE IMPLEMENTATION (02/08/2022)
A41-WP/356 EX/155	INDUSTRY ROADMAP FOR FUTURE SKIES (02/08/2022)
A41-WP/360 EX/158	INDUSTRY CONSENSUS ON A FUTURE SKY VISION (02/08/2022) *Information Paper
A41-WP/481 EX/229	ENHANCING INNOVATION IN AVIATION (02/09/2022) *Information Paper
A41-WP/483 EX/230	ROADMAP FOR BUILDING SMART CIVIL AVIATION (30/08/2022) *Information Paper
A41-WP/498 EX/240	FULLY DEEPENING A MECHANISM FOR THE ORGANIZATION AND EVALUATION OF REFORM IN CIVIL AVIATION (30/08/2022) *Information Paper
A41-WP/605 EX/282	DIGITALIZATION, ARTIFICIAL INTELLIGENCE (AI) IN AVIATION AND THE HUMAN FACTOR (28/08/2022) *Information Paper
A41-WP/614 EX/287	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 23 (04/10/2022)

**Item 24: Technical Assistance Programme**

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A41-WP/24 EX/12	ICAO'S TECHNICAL ASSISTANCE PROGRAMME AND IMPLEMENTATION SUPPORT (30/06/2022)
A41-WP/40 EX/19	REPORT ON THE COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SECURITY AND FACILITATION IN AFRICA (AFI SECFAL PLAN) (30/05/2022)
A41-WP/60 EX/29	DOCUMENTING MODEL REGULATIONS AND REGIONALLY HARMONIZED REGULATIONS IN AN ICAO DATABASE (02/08/2022)
A41-WP/61 EX/30	IMPROVING AIR CONNECTIVITY IN LLDCs (25/07/2022)
A41-WP/103 EX/49	REPORT ON THE COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA (AFI PLAN) (03/08/2022)
A41-WP/240 EX/107	A CASE FOR CONTINUED STRATEGIC DEVELOPMENT OF THE UAS OVERSIGHT MECHANISM FOR SMALL AND DEVELOPING STATES (02/08/2022)
A41-WP/261 Revision No. 1 EX/112	PACIFIC REGION UPDATE - THE PACIFIC SMALL ISLAND DEVELOPING STATES (PSIDS) (18/08/2022)

A41-WP/265 EX/115	IMPACT OF THE AFI PLAN AND REVISED ABUJA SAFETY TARGETS IN THE IMPLEMENTATION OF SAFETY PROGRAMMES AND ACTIVITIES IN THE AFRICAN CONTINENT (03/08/2022)
A41-WP/270 EX/117	SUPPORT AND ASSISTANCE FOR PACIFIC SMALL ISLAND DEVELOPING STATES (PSIDS) TO MEET GLOBAL AVIATION SECURITY PLAN (GASEP) CRITICAL ELEMENT (CE) MILESTONES AND UNIVERSAL SECURITY AUDIT PROGRAMME (USAP) CONTINUOUS MONITORING APPROACH (CMA) PREPARATION AND OTHER REQUIREMENTS (02/08/2022)
A41-WP/283 EX/123	AVIATION SECURITY CAPACITY BUILDING THROUGH THE CASE I AND CASE II PROJECTS (27/07/2022) *Information Paper
A41-WP/290 EX/125	TECHNICAL ASSISTANCE PROGRAMME FOR AIRPORTS IN AFRICA – COOPERATION WITH INTERNATIONAL PARTNERS (02/08/2022)
A41-WP/300 EX/128	UPDATE ON THE AVIATION INFRASTRUCTURE GAP ANALYSIS IN THE AFI REGION AND SEAMLESS AIRSPACE ARCHITECTURE FOR THE AFI REGION (08/08/2022) *Information Paper
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