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North American, Central American and Caribbean Office

WORKING PAPER

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**Seventh Meeting of the North American, Central American and Caribbean Directors of Civil Aviation
(NACC/DCA/07)**

Washington, D. C., United States, 19 – 21 September 2017

Agenda Item 4: Global Aviation Implementation Updates

RELEVANT RESOLUTIONS OF THE 39TH ICAO ASSEMBLY SESSIONS (A39)

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents the relevant resolutions of the 39th ICAO Assembly sessions, highlighting the impact or actions by the States in order to address them.	
Action:	Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• All Strategic Objectives
<i>References:</i>	<ul style="list-style-type: none">• Sixth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/06), Nassau, Bahamas, 10-12 May 2016• Resolutions adopted in the 39th ICAO Assembly sessions (A39) (Montreal, Canada, 27 September to 6 October 2016)

1. Introduction

1.1 ICAO Assembly is composed by all ICAO Member States, who meet at least once every three years and is convened by the Council at a suitable date and venue.

1.2 The Assembly has several powers and duties, among which: elect Member States that will be represented in the Council, assess and make suitable decisions on the Council reports and on any other matter referred by the Council and approve the budgets of the Organization. In general, it reviews in-depth the work by the Organization in the technical, administrative, economic, legal and technical co-operation fields. It has the power to approve amendments to the Convention on International Civil Aviation (Chicago, 1944), subject to ratification by the Member States.

1.3 The 39th ICAO Assembly sessions (A39) were held in Montreal, Canada, from 27 September to 6 October 2016 and was attended by 2,225 delegates of 184 ICAO Member States, 2 delegates of non-member States, 351 delegates of observer bodies and 53 delegates of other delegations.

2. **Discussion**

2.1 During the Sixth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/6), the Secretariat presented a general overview of the ICAO Assembly, the 39th Assembly sessions and its agenda, inviting States to present to the A39 their national or regional initiatives/projects.

2.2 The **Appendix** to this working paper presents the resolutions adopted by the A39, highlighting the impact or actions by the States to address and follow-up said resolutions.

3. **Suggested Action**

3.1 The Meeting is invited to:

- a) note the information included in this working paper;
- b) analyse and consider actions and impact of the resolutions of the A39 indicated in the Appendix to this working paper concerning the development of the aviation systems of its States; and
- c) analyse other related matters deemed necessary by the Meeting.

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APPENDIX

REVIEW OF A39 ASSEMBLY RESOLUTIONS– ENVIRONMENTAL PROTECTION

Resolution,	Title/Subject	Action/ Impact to States
A39-1	<i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality</i>	<p>Support ICAO on the activities related to environmental protection - noise and local air quality</p> <p>Participate with the technical support of the Committee on Aviation Environmental Protection (CAEP).</p> <p>Comply with the Standards and Recommended Practices (SARPs) and guidance material on aviation and the environment</p> <p>Take note of the information on available measures to reduce the impact of aviation operations on the environment (reports, website, presentations, seminars and symposia, as well as the updates and dissemination of tools (e.g. ICAO Fuel Savings Estimation Tool – IFSET)).</p> <p>Consider the evolution of the impact of aircraft noise, following the guidance on the balanced approach in <i>Guidance on the Balanced Approach to Aircraft Noise Management</i> (Doc 9829), as appropriate.</p> <p>Consider provisions on <i>ICAO Airport Planning Manual</i> (Doc 9184), Part 2 – Land Use and Environmental Management appendices</p>
A39-2	<i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change</i>	<p>Support ICAO on the activities related to environmental protection – Climate change</p> <p>Present information in support of the achievement of global aspirational goals through States’ action plans and aviation alternative fuels</p> <p>Consider the latest information on best practices to enhance capacity building and technology transfer as well as the ones applicable to airports (reports, website, seminars and symposia, as well as the guidance for States’ action plans)</p>
A39-3	<i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Global Market-based Measure (MBM) Scheme</i>	<p>To participate in the overall plan of activities in the preparation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) implementation, including the development of CORSIA-related SARPs and guidance and the provision of capacity building and assistance to States</p>

REVIEW OF A39 ASSEMBLY - LEGAL

Resolution	Title/Subject	Action/ impact to States
A39-8	Conflicts of interest in civil aviation	Establish a framework on conflicts of interest (COI) that applies to civil aviation activities. Its objective is to promote awareness of potential conflicts of interest in civil aviation and to encourage States to take measures to avoid or mitigate risks from COI to aviation safety and security.
A39-9	Promotion of the Montréal Convention of 1999	to support and encourage the universal adoption of the <i>Convention for the Unification of Certain Rules for International Carriage by Air</i> , done at Montréal on 28 May 1999 (Montréal Convention of 1999).
A39-10	Promotion of the Beijing Convention and the Beijing Protocol of 2010	to sign and ratify the <i>Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation</i> (Beijing Convention of 2010) and the <i>Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft</i> (Beijing Protocol of 2010).
A39-11	Consolidated Statement of Continuing ICAO Policies in the Legal Field	to ratify the amendments to Articles 50(a) and 56 of the Chicago Convention adopted in 2016, as well as the Montréal Protocol of 2014.

REVIEW OF A39 ASSEMBLY - SAFETY AND AIR NAVIGATION CAPACITY AND EFFICIENCY

Resolution	Title/Subject	Action/ impact to States
A39-14	Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets	<p>In partnership with all aviation safety partners, Member States to correct deficiencies identified through USOAP CMA, with priority given to the resolution of SSCs</p> <p>Promote the concepts of regional cooperation, including the strengthening of RSOOs and RASGs, as well as the establishment of objectives, priorities and indicators and the setting of measurable targets to address SSCs and safety-related deficiencies</p> <p>Ensure that regional aviation safety oversight systems established by a group of Member States are recognized by ICAO</p> <p>Continue to partner with industry and other aviation safety partners for coordinating and facilitating the provision of financial and technical assistance to States and subregional and regional safety and safety oversight bodies, including RSOOs and RASGs, in order to enhance safety and strengthen safety oversight capabilities</p> <p>Continue the analysis of relevant safety-critical information for determining effective means of providing assistance to take fully into account regional aviation systems</p>
A39-15	ICAO global planning for safety and air navigation	<p>Formulate and execute your Regional, subregional and national plans, in close cooperation and coordination with all concerned stakeholders, based on the GASP and the GANP, thus ensuring consistency, harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency</p> <p>Ensure participation and coordination on Regional Implementation mechanisms with GREPECAS and RASG-PA, supporting their objectives, goals and metrics</p> <p>support the development of the global aviation safety roadmap,</p> <p>Coordinate with ICAO any States' developing their new generation plans for air navigation modernization to ensure global compatibility and harmonization</p> <p>Provide timely information of the State ANS progress and following the GANP metrics</p> <p>Use ICAO tools and services (including workshops, and IMPLEMENT) to address the implementation</p>

REVIEW OF A39 ASSEMBLY - SECURITY AND FACILITATION

Resolution	Title/Subject	Action/ impact to States
A39-18	<i>Consolidated statement of continuing ICAO policies related to aviation security</i>	<p>Support the compliance of Annex 17 provisions; USAP and ISD-SEC activities</p> <p>Support the development and approval of and transition to the Global Aviation Security Plan (GASeP). As the current threat and risk environment demands that aviation security remain a high priority for States, the development of the GASeP will be accelerated and delivered earlier than previously indicated in A39-WP/15, which proposed that the Plan would be finalized in 2018. Rather, the draft Plan should be available for review by the Twenty-eighth meeting of the Aviation Security Panel scheduled for 2017. The GASeP will address the needs of States and regions by guiding all States' aviation security enhancement efforts, as well as those of other stakeholders, through a set of internationally agreed goals and targets.</p>
A39-19	<i>Addressing Cybersecurity in Civil Aviation</i>	<p>In an effort to further promote a consistent and coherent approach in managing cyber threats and risks, this Resolution aims on how to better address cybersecurity in civil aviation. This also aims to address cybersecurity through a horizontal, cross-cutting and functional approach, reaffirming the importance and urgency of protecting civil aviation's critical infrastructure systems and data against cyber threats. It also seeks to obtain global commitment to action by ICAO, its Member States and industry stakeholders, with a view to collaboratively and systematically addressing cybersecurity in civil aviation and mitigating the associated threats and risks.</p>
A39-20	<i>Consolidated statement of continuing ICAO policies related to facilitation</i>	<p>Support the compliance of Annex 9 provisions.</p> <p>Implement the key elements of the ICAO Traveller Identification Programme (TRIP) Strategy that relate to identification management, security and integrity of travel documents and border control management, including the ICAO Public Key Directory (PKD)</p>

REVIEW OF A39 ASSEMBLY - ECONOMIC DEVELOPMENT OF AIR TRANSPORT

Resolution	Title/Subject	Action/ impact to States
A39-15	<i>Consolidated statement of continuing ICAO policies in the air transport field</i>	<p>to follow ICAO policies and guidance in the air transport field; Take note of the Develop a Global Air Transport Plan (GATP) (work to be initiated in 2017 to make use of and benefit from the ICAN facility. Follow ICAO core principles on consumer protection, monitor the developments and review the core principles as and when required. Use ICAO tools and exchange forum to enhance cooperation, dialogue and exchange of information on fair competition between States; and Take note of the developments in the area of competition in international air transport and update, as necessary, its policies and guidance on fair competition. follow ICAO's policies on taxation; and monitor developments, and the updates in the policies as required. Consider ICAO's policies on user charges and related guidance material; sensitizing on the policies contained in Doc 9082; and Participate in the regional meetings, workshops and other outreach activities to raise awareness of the relevant policies and enhance their implementation, within available resources including Voluntary Air Transport Fund (TRAF). Take note of the provision by ICAO of customized forecasts to meet the short and long-term planning and implementation needs of States.</p>

REVIEW OF A39 ASSEMBLY - POLICY AND OTHER

Resolution	Title/Subject	Action/ impact to States
A39-22	Formulation and implementation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) and notification of differences	Continue the use of the EFOD system and assist Contracting States in transitioning from the paper-based processes to the use of the EFOD system.
A39-23	No Country Left Behind (NCLB) Initiative	Coordinate with international organizations, industry and donors on the implementation of assistance activities by establishing partnerships through an ICAO network for aviation development Engage financial institutions to secure their support for strengthening the safety, security and efficiency of the global aviation system.
A39-24	Strategy on Disaster Risk Reduction and Response Mechanisms in Aviation	implement disaster risk reduction strategies in aviation with priority given to Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS). 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.
A39-26	Resource Mobilization	Build capacity for States to develop their respective civil aviation master plans linked to the national growth or development plan taking into consideration the ICAO global and regional plans. Build capacity for States to develop business cases, which can be used to accurately estimate the requirements for the identified projects
A39-29	Next Generation of Aviation Professionals	Implement an action plan as a model for the development of strategies linking civil aviation authorities with educational institutions