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INFORMATION PAPER

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Varadero, Cuba, 28-30 June 2023

Agenda Item 2: Follow-up on the NACC/DCA Meeting Valid Conclusions and Decisions

SUMMARY OF A41 RESOLUTIONS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper presents an overview of relevant outcomes of the 41st ICAO Assembly.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Strategic Objective 2 – Air Navigation Capacity and Efficiency• Strategic Objective 4 – Economic Development of Air Transport• Strategic Objective 5 – Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• ICAO 41 Assembly https://www.icao.int/Meetings/a41/Pages/default.aspx

1. Introduction

1.1 Some 2,573 ministers and senior government officials from 184 States gathered in person and virtually at the headquarters of the International Civil Aviation Organization (ICAO) in Montreal for the launch of the 41st ICAO Assembly, the first since the outbreak of COVID-19. The opening ceremony was also attended by the Mayor of Montreal, the host city of ICAO, Madame Plante, the Deputy Minister of International Relations and La Francophonie of the Province of Quebec, Madame Barcelo, and the Minister of Foreign Affairs of Canada, the Honourable Mélanie Joly.

1.2 In a remarkable turn of events during a period when gender equality in aviation remains a prominent goal among government and industry stakeholders, delegates to the 41st Assembly elected their first female President, the Director General of Civil Aviation of South Africa, Ms. Poppy Khoza.

1.3 The President of the ICAO Council recognized the significant progress of nine States in improving aviation security and safety oversight systems by awarding them Council President's Certificates. These Certificates are awarded on the basis of the results of ICAO's Universal Safety Oversight and Aviation Security Audit Programs, which relate to the effective implementation of ICAO Standards and Recommended Practices (SARPs) in these areas.

1.4 The Edward Warner Award, recognized as the highest honour in the world of civil aviation, was awarded posthumously by the ICAO Council to Angela Marina Donato, PhD of Argentina.

1.5 Other topics for States' consideration focused on integrating unmanned aircraft systems into traditional aviation airspace, reopening air tourism markets and overcoming protectionist restrictions to allow air operators to recover quickly from COVID-19, digital travel documents and deployment of interoperable health certificates through ICAO verification, and many other issues related to future sector resilience and passenger safety and comfort.

2. Election of the 36 countries to the ICAO Council

2.1 The 41st session of the ICAO Assembly elected its new Council for a three-year term. The election process was divided into three parts and the following States were elected:

PART I - Major Air Transport States

Australia*, Brazil*, **Canada***, China*, France*, Germany*, Italy*, Japan*, United Kingdom* and **United States***.

PART II - States making the largest contribution to the provision of facilities for international civil air navigation

Argentina*, Austria, Egypt*, Iceland, India*, **Mexico***, Nigeria*, Saudi Arabia*, Singapore*, South Africa*, Spain* and Venezuela.

PART III - States ensuring geographical representation

Bolivia, Chile, **El Salvador**, Equatorial Guinea*, Equatorial Guinea*, Ethiopia, Ghana, **Jamaica**, Malaysia*, Mauritania, Qatar, Republic of Korea*, Romania, United Arab Emirates*, and Zimbabwe.

* Indicates re-election.

3. Environment (Resolutions A41-20, A41-21 and A41-22)

3.1 At the 41st ICAO Assembly, ICAO Member States adopted a collective long-term ambitious goal (LTAG) of net zero carbon emissions by 2050. Achievement of the LTAG will depend on the combined effect of multiple CO₂ emission reduction measures, including accelerated adoption of new and innovative aircraft technologies, optimized flight operations, and increased production and deployment of sustainable aviation fuels (SAF) (Resolution A41-21).

3.2 It was recognized that ICAO has played a key role in supporting the safe, secure and sustainable development of international air transport, and how aviation serves as a fundamental enabler of the social, economic and cultural development of countries through mobility and connectivity. With respect to the economic development of air transport, the Assembly strongly promoted the recognition of aviation as a powerful enabler of recovery, the need for further liberalization of air services, and the

role of air cargo operations in keeping our world supplied and connected in times of crisis (Resolution A41-20).

3.3 In addition, the Assembly agreed to improve access to financing for the modernization of aviation infrastructure and air navigation services worldwide, while urging the ICAO Air Transport Regulatory Panel (ATRP) to advance its work on the draft Convention on Foreign Investment in Airlines.

3.4 Recalling that industry operators have already targeted NetZero 2050 as well, the adoption by States of this new long-term goal for decarbonized air transport will contribute significantly to the momentum of green implementation and innovation that must now be significantly supported through new investments and commitments so that we can reach our ultimate goal of emission-free powered flight. In the meantime, offsetting and increasing the production and use of sustainable fuels will remain critical to help international aviation address its near-term emissions targets (Resolution A41-21).

3.5 States at the ICAO Assembly also collectively underscored the importance of viable financing and investment support for the achievement of the new CO₂ emissions target, and fully supported ICAO's new Assistance, Capacity Building and Training for Sustainable Aviation Fuels (ACT-SAF) Program to accelerate the availability and use of SAFs, further calling for the convening of a third ICAO Conference on Aviation and Alternative Fuels in 2023.

3.6 The need to focus on priority areas that include the recovery and sustainability of air transport, agreements on CO₂ emission reduction targets and the application of the policy to support the implementation of the ICAO and the Transformational Objective to better serve its Member States was highlighted. It was noted that mere aspirations are no longer enough when it comes to our climate and the well-being of our planet and all its species.

3.7 Other notable environmental developments at the 41st ICAO Assembly included the finalization of the first periodic review of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). Countries agreed on a new CORSIA baseline from 2024, defined as 85% of CO₂ emissions in 2019, and revised percentages for sectoral and individual growth factors to be used for the calculation of offset requirements from 2030 onwards (Resolution A41-22).

4. **Air Transport, Cybersecurity, Aviation Security, and Facilitation (Resolutions A41-11, A41-12, A41-14, A41-16, A41-18, A41-19, A41-27)**

4.1 The aviation security and facilitation decisions taken at this year's Assembly will help us collectively achieve significant post-pandemic improvements in the resilience of the air transport system. The Assembly noted that the outcomes of the ICAO High-Level Conference on COVID-19 have been taken into account in States' agreements in the area of air transport facilitation and, in particular, with regard to its recommendations on the need to achieve a contactless digital passenger experience, supported by new ICAO provisions related to public health.

4.2 On the issue of post-pandemic recovery, it was emphasized that States and ICAO cannot become complacent about the risk of future pandemics just because the latter is diminishing. This perspective must inform the many decisions that will be presented to States regarding air transport resilience in the coming decades.

4.3 States agreed to promote the global adoption of internationally interoperable health certificates with ICAO Visible Digital Seal for Non-Constrained Environments (VDS-NC) verification features. In addition, States also expressed support for the ICAO Master Health List, which assists States and aviation stakeholders in achieving efficient and secure authentication of travelers' vaccination status and test result certificates as part of maintaining health and safe international air transportation during periods of public health emergency affecting air travel.

4.4 States at the Assembly also endorsed that ICAO would develop a new strategy to enable the world to be better prepared to respond to future public health emergencies, in particular through its Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA). It was emphasized that this strategy should include a comprehensive crisis management framework and mechanism.

4.5 The Assembly also noted that the ICAO Global Aviation Security Plan (GASeP) and the GASeP Roadmap provide a global structure and direction for States to improve the effectiveness of global aviation security and, at the same time, the new ICAO Implementation Support Policy helps support ICAO's efforts to assist States to implement the aviation security measures required under Annex 17 - Aviation Security.

4.6 The efforts of States, regional groups and industry to implement the GASeP and its roadmap received exceptional recognition by the Assembly, which also agreed on the need to update the Plan to provide a strong focus on human factors, performance and professionalization of the aviation workforce.

4.7 In addition, States decided to adopt and implement the recommendations of the ICAO Symposium on Assistance to Aircraft Accident Victims and their Families held last year, and to officially designate 2023 as the 'Year of Facilitation Culture' to underscore the scope and relevance of the challenges ahead.

4.8 The Assembly has also pronounced itself on the approach to Cybersecurity in Aviation. In this regard, the Assembly urged States to adopt and ratify the Convention for the Suppression of Unlawful Acts related to International Civil Aviation (Beijing Convention) and the Protocol supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (Beijing Protocol) as instruments to address cyber-attacks against civil aviation.

4.9 The Assembly adopted a Declaration on Facilitation of Air Transport affirming the 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.

5. **Aviation Safety and Air Navigation Capacity and Efficiency (Resolutions A41-6, A41-7, A41-8, A41-9, and A41-10)**

5.1 States approved the latest editions of the ICAO Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP). These important strategic plans guide States' cooperation and actions based on global aviation objectives and technology roadmaps, enabling aligned global progress on key priorities and challenges.

5.2 The adoption of the latest editions of ICAO's GASP and GANP will bring the aviation community together around common goals and common pathways to achieve an agile, safe, secure, sustainable, high performance and interoperable global air transport system. Cyber resilience of safety-critical systems is a key priority for the next edition of the GANP. The Assembly fully endorsed the recommendations of the ICAO High Level Conference Safety Flow on COVID-19.

5.3 The adoption of the safety recommendations resulting from the ICAO High Level Conference on COVID-19, held in October 2021, led to the approval of the evolution of the ICAO Universal Safety Oversight Audit Program (USOAP).

5.4 The Assembly also emphasized the review of SARPs and State regulations in order to adapt them to new air navigation participants (spaceflight among others).

5.5 The Assembly also endorsed the new ICAO Implementation Support Policy, which will enhance efforts to assist States in implementing the international standards contained in the nineteen Annexes to the Convention on International Civil Aviation.

5.6 The Assembly further underlined the intrinsic value of ICAO's technical assistance and cooperation efforts in building effective global capacity, and of its portfolio of products and services to support the recovery, resilience and sustainable development of international aviation. Governments have also underscored the invaluable assistance provided to Member States through ICAO's global aviation training activities and programs, while agreeing that a new ICAO conference should soon be convened to fully assess current and future human resource skill requirements and training needs for global aviation.

5.7 The 41st Assembly also agreed that regional aviation safety organizations and accident investigation agencies should be better supported through more sustainable legal and funding frameworks. This cooperation is considered essential to enable cost-effective ICAO compliance for many countries, improved local and regional oversight and the realization of the socio-economic benefits of air transport for civil societies.

6. **Other areas considered by the 41st ICAO Assembly**

6.1 The ICAO Assembly, through Resolution A41-13, reminded States to consider the disaster risk reduction priorities set out in the Sendai¹ Framework for Disaster Risk Reduction 2015-2030 when developing their emergency response States plans and in the requirements for aviation service providers' emergency response plans.

6.2 The Assembly, through **Resolution A41-15**, urged States to observe 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. In addition, it urged member States to prioritize the inclusion and accessibility of air transportation services for persons with disabilities and persons with reduced mobility.

6.3 The Assembly, through **Resolution A41-26**, reaffirmed its commitment to promote gender equality and women's development by supporting UN Sustainable Development Goal 5: Achieve gender equality and empower all women and girls, including by striving to achieve the aspirational target of 50-50 (women-men) by 2030 at all levels of professional and senior positions in the global aviation sector.

— END —

¹ [Marco de Sendai para la Reducción del Riesgo de Desastres 2015-2030 \(unisdr.org\)](https://www.unisdr.org/)