



Agenda Item 2: Results of the 38th Session of the ICAO Assembly

RESULTS OF THE 38TH SESSION OF THE ICAO ASSEMBLY

(Presented by the Secretariat)

SUMMARY	
This paper reports on the outcome of the 38th Session of the International Civil Aviation Organization (ICAO) Assembly.	
References:	
• Resolutions Adopted by the Assembly	
<i>Strategic Objectives</i>	<i>This working paper relates all Strategic Objectives</i>

1. Introduction

1.1 Over 1,400 delegates representing the 191 ICAO member States and 54 observer delegations helped make the 38th ICAO Assembly the largest in ICAO's history. Member States and major international and industry organizations helped to successfully launch its 38th triennial Assembly. Participating government ministers and civil aviation officials discussed a wide-range of critical global issues over two weeks, many of which are expected to impact how States and operators will cooperatively manage the projected doubling of global air transport traffic forecasted by 2030.

1.3 The Assembly approved a zero nominal growth budget totalling \$286 million of which \$266 will be from State assessments and \$20 million from other sources of revenue income, notably \$15.2 million from the Ancillary Revenue Generation Fund (ARGF). A breakdown of the budget was presented, aligned with the five new Strategic Objectives and by Bureau, which highlighted that approximately 25% of the budget is allocated to the Regional Offices.

2. ICAO Vision, Mission and Strategic Objectives

Vision: Achieve the sustainable growth of the global civil aviation system

Mission: ICAO is the global forum of States for international civil aviation. ICAO develops policies, standards, undertakes compliance audits, performs studies and analyses, **provides assistance and builds aviation capacity through the cooperation of member States and stakeholders.**

Strategic Objectives:

Safety: Enhance global civil aviation safety

Air Navigation Capacity and Efficiency: Increase capacity and improve efficiency of the global civil aviation system

Security and Facilitation: Enhance global civil aviation security and facilitation

Economic Development of Air Transport: Foster the development of a sound and economically-viable civil aviation system

Environmental Protection: Minimize the adverse environmental effects of civil aviation activities.

3. 38th ICAO Assembly: Summary of Major Developments

Safety Still Paramount

3.1 In the safety domain, the 38th ICAO Assembly reiterated global aviation's first and guiding commitment is to reduce the rate and number of accidents worldwide. It also confirmed this work will now be guided by incremental targets established in a revised ICAO Global Aviation Safety Plan (GASP), which received Assembly endorsement.

3.2 The revised GASP gives ICAO a clear mandate to continue driving greater transparency, collaboration and responsiveness in safety improvement through real-time analysis and reporting cycles, and greater regional accountability. It also sends a strong message that collaboration and partnership on air transport's sector-wide safety challenges remains essential to delivering positive results.

3.3 Based on further Assembly support, ICAO will be furthering these efforts in the years to come through more intensive engagement with all regional players and the sensible protection and sharing – where appropriate – of critical safety information.

Air Navigation Capacity & Efficiency

3.4 Continuing safety progress will now be enhanced by complementary air navigation analysis and reporting cycles, as confirmed by the Assembly's similar endorsement of the revised ICAO Global Air Navigation Plan (GANP).

3.5 The GANP will permit ICAO to practically and flexibly realize the long sought after goal of a globally-harmonized air navigation system. With its extensively detailed Aviation System Block Upgrade (ASBU) modules, the revised GANP provides unprecedented levels of transparency and planning certainty to States, regional implementation groups, service providers, airspace users, and industry stakeholders. It provides clear guidance on required operational targets and supporting standards needed over the next 15 years, not to mention the specific technologies, procedures, and regulatory approvals these will be based on.

Security and Facilitation

3.6 By endorsing the Council's decisions on security and facilitation, the Assembly confirmed ICAO's emphasis on achieving greater balance between effective control measures and system-wide connectivity and efficiency. Risk management based prioritization, mutual recognition of equivalent security measures, and other key principles will now serve as fundamental components to future security and facilitation discussions at ICAO.

3.7 ICAO member States further acknowledged the progress made since the 37th Assembly with enhancing civil aviation security, notably through the strengthening of Annex 17 Standards and Recommended Practices (SARPs) dealing with air cargo, the delivery of technical assistance and cooperation in all regions, and the completion of the second cycle of the Organization's Universal Security Audit Programme (USAP).

3.8 The Assembly also endorsed new directions in the security and facilitation area, such as the Continuous Monitoring Approach (CMA) to security audits and ICAO's new Traveller Identification Programme strategy. Above all, the Assembly outcomes reinforced that success in aviation security and facilitation must be built on a foundation of improved international cooperation.

Economic Development of Air Transport

3.9 The Assembly endorsed the new ICAO Strategic Objective aimed at the Economic Development of Air Transport. Also endorsed were the recommendations delivered by the Sixth Worldwide Air Transport Conference (ATConf/6) and the Organization's future work plan in the areas of forecasting, economic analysis, and statistics.

3.10 ICAO will consequently have a stronger mandate for the coming triennium to lead development on a long-term vision for liberalization, a global regulatory framework, and related policy guidance. Key to these efforts will be the development of international agreements to facilitate liberalization of market access, air carrier ownership and control, and air cargo service, as well as ICAO's continued provision and enhancement of the ICAN facility to support State efforts in international air transport liberalization.

3.11 The development of core principles for consumer protection were recognized by the Assembly as a further matter of priority for ICAO, as was the development of guidance on the impact of taxation and charges on air transport. The Organization was also directed to provide guidance on the funding and financing of aviation infrastructure development; safety, security and economic oversight functions; as well as incentive mechanisms to support the timely implementation of the ASBU modules.

Environmental Protection

3.12 In the area of environmental protection, the Assembly recognized ICAO's tremendous progress during the last triennium, and reaffirmed its collective aspirational goals and agreed on a comprehensive strategy to progress all elements of the basket of measures namely technology, operations and alternative fuels and set forth a very ambitious work programme for capacity building and assistance to States with the development and implementation of their action plans to reduce emissions.

3.13 The development of a new aircraft noise Standard was clearly welcomed by the Assembly, and further work towards the establishment of robust particulate matter and CO₂ emission Standards by the 39th Assembly in 2016 was fully encouraged. ICAO's achievements with environmental tools were similarly supported, notably with respect to its Fuel Savings Estimation Tool, which facilitates assessment of the environmental benefits of operational measures. Also strongly endorsed was ICAO's continuing work to aid wider implementation of sustainable alternative fuels.

3.14 The submission of State Action Plans, representing more than 80 per cent of international traffic during the last triennium, was recognized as a significant achievement by the Assembly. ICAO also received separate and strong signs of support for this work through announcements of related financial assistance by the Global Environment Facility and the European Union (EU).

3.15 In addition to ICAO's many recent achievements and future work with new technologies, operational measures and sustainable alternative fuels to improve aviation's environmental performance, the topic of a global solution for a market-based measure (MBM) to augment these technical and operational efforts was a more complex area where full Assembly consensus was concerned.

3.16 In the end, ICAO forged a landmark MBM agreement among its States, realizing another historic and important first for air transport as it now becomes the only major industry sector to have a multilateral global MBM agreement in place to help govern future greenhouse gas emissions.

Legal Developments

3.17 In the legal field, the Assembly adopted a resolution to promote the ratification of the Beijing Convention and the Beijing Protocol of 2010. These two new treaties have broadened and strengthened the global aviation security regime to meet new and emerging threats.

3.18 The Assembly also adopted another resolution to promote the ratification and urge universal adoption of the Montreal Convention of 1999 in order to realize the full benefits from implementation. This instrument modernizes the legal regime regarding air carrier liability and facilitates the use of paperless air transport documents.

3.19 ICAO member States agreed to report back in 2016 with a proposal for a global MBM scheme capable of being implemented by 2020. Major efforts will need to be undertaken in order to address the challenges and accommodate the specific concerns of developing countries going forward.

Assembly Elects New Council for 3-year Term:

PART I – (States of chief importance in air transport) – Australia*, Brazil*, Canada*, China*, France*, Germany*, Italy*, Japan*, Russian Federation*, United Kingdom* and the United States*.

PART II – (States which make the largest contribution to the provision of facilities for international civil air navigation) – Argentina*, Egypt*, India*, Mexico*, Nigeria*, Norway, Portugal, Saudi Arabia*, Singapore*, South Africa*, Spain* and Venezuela.

PART III – (States ensuring geographic representation) – Bolivia, Burkina Faso*, Cameroon*, Chile, Dominican Republic, Kenya, Libya, Malaysia*, Nicaragua, Poland, Republic of Korea*, United Arab Emirates* and United Republic of Tanzania.

*Indicates re-election

New Strategic Tools to Manage the Doubling of Air Traffic

3.20 The 38th ICAO Assembly also strongly endorsed two revised and significant ICAO Global Plans. Now served by complementary collaborative methodologies and clear operational performance objectives in the areas of safety and air navigation, the new ICAO strategy documents will be instrumental to how States and industry unite over the coming decades to safely expand air traffic capacity and efficiently accommodate the projected doubling of air traffic by 2030.

3.21 The provisional edition of the resolutions adopted at the 38th session of the Assembly is now available at: http://www.icao.int/Meetings/a38/Documents/Resolutions/a38_res_prov_en.pdf.