



ICAO

**Twenty-Second Meeting of the AFI Planning and Implementation Regional Group
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**AREAS OF INTEREST FOR THE UNITED STATES AT THE 40TH SESSION OF THE
INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) ASSEMBLY**

(Presented by the United States)

SUMMARY	
This paper provides an overview of the areas of interest for the United States at the 40 th Session of the ICAO Assembly.	
Action by the Meeting: The Meeting is invited to use the information contained in this paper to coordinate and collaborate with the United States in identifying and advancing commonalities during the 40 th ICAO Assembly.	
<i>Strategic Objectives</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency • Security & Facilitation • Economic Development of Air Transport • Environmental Protection

1 INTRODUCTION

1.1 The 40th ICAO Assembly (A40) is scheduled for September 24-October 4, 2019, in Montreal, Canada. As aviation continues to evolve through rapidly developing new technologies, the United States believes it is important for ICAO and stakeholders to take a proactive role in addressing current and future challenges. It is also imperative for ICAO and its global stakeholders to strengthen collaboration in improving global aviation safety performance. Such collaboration is necessary to maximize resources to ensure the continued efficiency and effectiveness of critical ICAO programs.

2. DISCUSSION

2.1. The United States has identified the following areas of interest at the 40th Assembly:

2.2 Global Aviation Safety Plan (GASP)

2.2.1 The United States supports endorsement of the GASP at the A40, and strongly supports the continued evolution of the GASP as the high-level framework to strengthen safety worldwide. GASP priorities should remain focused on reducing the global accident rate and the continuous improvement of safety oversight capabilities. As the high-level strategic plan for ICAO, States, and stakeholders to evaluate performance improvements for aviation safety, it is important that the manner and mechanism of measurement is effective, accurate, and capable. The United States recognizes the work done by ICAO and the GASP Study Group to take into consideration input from the 13th Air Navigation Conference (AN-Conf/13) in revising the draft 2020-2022 edition of the GASP, and supports the changes to the proposed Safety Oversight Margin.

2.3 Future Development of a Global Aviation Safety Oversight System (GASOS)

2.3.1 The United States continues to support the intent of the GASOS to assist States in improving and strengthening their safety oversight capabilities, and acknowledges the challenges that GASOS seeks to address as well as the potential benefits that may be possible under the proposed GASOS model. The United States also supports the GASOS effort to assist in strengthening safety oversight capabilities of Regional Safety Oversight Organizations. However, further legal and technical study of the issues surrounding Levels 2 and 3 is needed. The United States emphasizes the importance of ensuring that future development of the GASOS concept thoroughly addresses these, in conjunction with ensuring a robust approach to concept testing and validation of the GASOS model.

2.4 Global Air Navigation Plan (GANP)

2.4.1 The United States supports endorsement of the GANP at the A40 and strongly supports the continued evolution of the Global Air Navigation Plan (GANP, Doc 9750) as the high-level framework driving the evolution of the global air navigation system. The United States supports the updated GANP and Aviation System Block Upgrades (ASBUs), as the new GANP structure and updated associated ASBUs are important as they seek to create a dynamic and functional plan that integrates the current aviation ecosystem of maturing and innovating States into an interconnected system supporting each other. The combination of the updated GANP strategic and technical levels, the updated ASBUs and the project-based creation of performance-based approach could provide the ICAO regions the necessary flexibility to account for new technologies, and assure the appropriate regional mechanisms (e.g. Planning and Implementation Regional Groups and Regional Aviation Safety Groups) can implement the global plans based on their own unique regional challenges. The definition of the global aviation internet network (GAIN) is key to assuring the progress towards a seamless interoperable future air navigation system in the GANP.

2.3.2 The AN-Conf/13 agreed to a GANP framework incorporating emerging air navigation concepts such as Unmanned Aircraft Systems (UAS), UAS Traffic Management (UTM), Global Aeronautical Distress and Safety Systems (GADSS), big data, and a proposed global aviation internet network. The updated GANP will emphasize the importance of global, regional and national air navigation planning alignment at the global strategic, global technical, regional and national levels. The agreement to add the civil-military dimension to the GANP as well as the U.S. proposal for a multi-layered structure for the next edition of the GANP and on the importance of aligning the GANP with the GASP are all particularly noteworthy.

2.5 UAS & Remotely Piloted Airspace Systems (RPAS)

2.5.1 The AN-Conf/13 produced several recommendations and associated actions addressing UAS and RPAS topics. The United States seeks to ensure that work going forward to progress these issues is aligned with the outcomes from the Conference in relation to operations by non-certificated UAS in the high seas; future activities undertaken by the ICAO UAS Advisory Group; and the cross-disciplinary development of RPAS-related Standards and Recommended Practices (SARPs) and guidance material. Additionally, the United States encourages States to note the work done by the Asia Pacific Unmanned Aircraft Certification Working Group to develop a risk-based safety continuum for UAS certification.

2.6 Environment

2.6.1 The United States supports efforts to re-introduce supersonic aircraft. In line with this, we support work at ICAO to help enable their development, including through international standards to ensure that these aircraft can be sold and operated throughout the world. To support an overarching goal to foster innovation in transportation, and in recognition of significant innovation

currently taking place, the United States considers supersonic aircraft a high priority. We encourage other states to work with us to enable supersonic flight and to address constraints such as noise through the development of SARPs for Supersonic Aircraft Landing and Take-off Noise and to prevent the introduction of non-technical concepts such as public acceptability as a concept for consideration when developing technical environmental standards. In particular, the United States supports the ongoing work in the ICAO Committee on Aviation Environmental Protection (CAEP) on an exploratory study, which will help address technical issues associated with the development of international standards.

2.6.2 The United States also reaffirms support for the CORSIA, as agreed upon at the 39th Assembly. We do not support changes to the structure or substance of CORSIA. We believe that any proposals to change CORSIA or alter its substantive requirement would only serve to undermine it at this critical juncture of implementation. We encourage all States to endorse continued implementation of CORSIA as adopted at the 39th Assembly and subsequently set out in ICAO SARPs. Continued U.S. support for CORSIA is based on strong support by U.S. industry and the recognition that a single measure implemented by ICAO will be less costly and burdensome than a patchwork of international carbon taxes and charges.

2.7 Commercial space transportation

2.7.1 The United States intends to make sure that the recommendations stemming from AN-Conf/13 regarding commercial space transportation, as applicable to aviation only, are put forth to the Assembly. The United States believes it is premature for ICAO or any other body to develop international binding rules or standards and recommended practices relating to suborbital or orbital commercial space transportation or for commercial spaceports. The United States sees national regulation – focused on safety of operations and deconfliction with other users of airspace – as the appropriate means of regulating the commercial space transportation industry. The United States believes that over-regulation will inhibit growth of the space industry, not only in the United States but globally.

2.8 Cyber resiliency

2.8.1 ICAO currently manages the governance of cybersecurity in multiple Secretariat Bureaus. The Air Transport Bureau manages physical cybersecurity under Aviation Security (AvSEC - specifically under the Unlawful Interference Committee - UIC). The Air Navigation Bureau manages network security (ATM, COM, etc.) under the guise of cyber resiliency through multiple technical panels under the Air Navigation Commission. This structure raises issues with political influence, governance, coordination, transparency and strategy.

2.8.2 The United States intends to propose the formation of an ICAO Council Technical Committee on Cybersecurity very similar to the CAEP. A Council Committee can assist the council in formulating new policies and adopting new SARPs, if needed, regarding cybersecurity. The Committee can consolidate resources and ensure a holistic and multidisciplinary approach that the current structure cannot complete.

2.8.3 The United States supports a fully coordinated, global aviation trust framework for cyber security. The ICAO GANP establishes the need for a significant increase in information sharing to achieve the operational improvements sought in global modernization efforts. This assumes a highly trusted environment that interconnects the globally federated aviation community, in a seamless and interoperable way. The United States supports the development of policy, governance and technical considerations for establishing an aviation trust framework that interconnects this community.

2.9 **Promote aerodrome safety**

2.9.1 The United States supports the improvement of aerodrome safety through four main priorities. First, the United States seeks Assembly support for global airport certification by ensuring airport operators agree to improve airport safety conditions and meet ICAO standards. In support of this goal, the United States will share airport safety inspection best practices on airports in the U.S.

2.9.2 Second, the United States is seeking Assembly support to ensure standardized data reporting and aeronautical charting as outlined in Annex 15 (Aeronautical Information Services). Standardization in these critical areas will improve communication on available airport facilities, increasing aerodrome safety.

2.9.3 Third, the United States recognizes the challenges facing aerodromes regarding runway safety. The United States is able to assist in this effort through U.S. Federal Aviation Administration (FAA) airport design standards and specifications to reduce problematic geometry, and potential issues with confusing or misleading signage and marking.

2.9.4 Finally, the United States understands the challenges and difficulties facing States in managing their wildlife safely at aerodromes. The United States will continue outreach involving the high number of bird strikes globally and pursue wildlife hazard mitigation initiatives specifically associated with U.S. airline Extended-range Twin-engine Operational Performance Standards.

2.10 **Availability of accurate continuing airworthiness information**

2.10.1 The United States highlights the need for accurate continuing airworthiness information from all ICAO Member States. The presence of outdated or missing entries in the online version of ICAO Circular 95, The Continuing Airworthiness Information of Aircraft in Service, hinders the transmission of vital aviation safety information between States. The United States intends to propose that the Assembly direct Member States to update their respective continuing airworthiness information entries, and direct the Regional Offices to take an active role in encouraging the aforementioned States to provide information while assisting ICAO in periodically monitoring the correctness of available information.

2.11 **Pilot training and operations improvements to address automation dependency**

2.11.1 Although increased use of automation has enhanced safety, this trend is also likely contributing to a degradation of pilot manual handling skills. These skills are essential for pilot confidence and competence, and they are necessary to take control of the aircraft when automated systems do not function as intended. The United States intends to propose that ICAO, Member States and industry take appropriate action to address automation dependency in the cockpit.

2.12 **Preparedness for implementation of U.S. Automatic Dependent Surveillance – Broadcast (ADS-B) Out equipage mandate**

2.12.1 In 2010, the U.S. FAA published a regulatory requirement in Title 14 of the U.S. Code of Federal Regulations, sections 91.225 and 91.227, stating that after January 1, 2020, no person may operate an aircraft in certain airspace unless the aircraft has ADS-B Out equipment installed. This requirement applies to all operators, both U.S. and foreign. To ensure preparedness throughout the aviation community and prevent any operational disruptions, the FAA is promoting awareness of this requirement to the international community. Additional information is available at www.faa.gov/nextgen/equipadsb/.

2.13 **Financial and management reform**

2.13.1 The United States intends to reinforce the importance of ICAO’s commitment to a program of financial and management reform to ensure optimal use of ICAO funds and ensure they are prioritized toward core mission objectives of safety and security, and a few underfunded emerging priorities. In the area of management reform, the United States intends to focus on ICAO’s commitment to strengthened policies on ethics, transparency and accountability, with an emphasis on the protection of whistle-blowers against retaliation. The United States also intends to reinforce the need for ICAO to fully address all Information Technology vulnerabilities in the Organization, and regain its reputation as a safe, effective and cyber-secure organization.

2.14 Aviation security

2.14.1 The United States supports the need for ICAO to raise the profile of aviation security worldwide through initiatives such as expediting the development of SARPs for Passenger Name Record (PNR) data and nurturing “security cultures.” The United States also supports examining the possibility of elevating aviation security to a bureau level, ensuring such a proposal adheres to zero nominal growth for the ICAO budget, and that equally important priorities are not impacted adversely by a long term effort focused on the creation of a new bureau. In regard to PNR data, the United States strongly supports the elevation of PNR use for counterterrorism and security purposes from an ICAO Recommended Practice to a Standard by the end of 2019. As called for under the United Nations Security Council Resolution 2396, Member States are required to collect, analyse and share passenger name record data to address the threat posed by foreign fighters returning from Iraq and Syria and to deter terrorist travel.

2.15 Human Trafficking

2.15.1 The United States supports efforts to increase the aviation sector’s collective impact in combatting human trafficking, however, it believes it is premature for ICAO or any other body to develop international binding rules or standards requirements on human trafficking. The United States recognizes ICAO’s Circular 352 - Guidelines for Training Cabin Crew on Identifying and Responding to Trafficking in Persons, and the U.S. Department of Transportation (USDOT) works with stakeholders across all modes of transportation to combat human trafficking, including by training aviation personnel through the Department of Homeland Security and USDOT Blue Lightning Initiative. The United States supports the anticipated adoption of recommended practices 8.47 and 8.48 in Annex 9 encouraging human trafficking awareness training for aviation personnel and implementing reporting protocols with points of contact for the proper authorities to receive human trafficking related tips. The United States also supports the formation of a working group to facilitate States’ implementation of ICAO recommended practices related to human trafficking. The United States intends to propose an Assembly resolution underscoring aviation’s role in combatting human trafficking and encouraging the continuation of ICAO’s efforts to assist States in their initiatives to combat human trafficking in aviation.

2.16 The United States looks forward to collaborating with ICAO and its regional partners in addressing mutual viewpoints for improving aviation safety and efficiency worldwide.

3 ACTION BY THE MEETING

3.1 The Meeting is invited to use the information contained in this paper to coordinate and collaborate with the United States in identifying and advancing commonalities during the 40th ICAO Assembly.