



ICAO

**ELEVENTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP - ASIA AND PACIFIC REGIONS (RASG-APAC/11)**

*(Video Teleconference, 25-26 November 2021 at 10:00-13:00 hrs. Bangkok Time, UTC+7)*

**Agenda Item 6: Any Other Business****UPDATE ON INNOVATION**

*(Presented by the Secretariat)*

**SUMMARY**

This Working Paper presents an update of the initiatives undertaken by ICAO in the area of innovation at the strategic level and introduces some key components that will underpin the organization of the 2022 Innovation Fair.

*Strategic Objectives: **All Strategic Objectives***

**1. INTRODUCTION**

1.1 Since the adoption of Assembly Resolution A40-27 *Innovation in Aviation*, ICAO has intensified its activities aimed at enhancing the interface between the industry, including non-traditional aviation stakeholders and is also looking into applying innovations to streamline internal processes to increase efficiencies and effectiveness within the Organization.

1.2 ICAO continues to play its convening role for Member States, International Organizations, the industry, academia, the research community and civil society to discuss the impact of innovations on the safe, efficient, secure, affordable and environmentally friendly delivery of international civil aviation.

**2. DISCUSSION**

2.1 On 29 and 30 June 2021, the inaugural meeting of the ICAO-Industry Consultative Forum (ICF) was held virtually, with the participation of speakers from across the various segments of the aviation industry, at the CEO level.

2.2 The ICF was established by the ICAO Council in response to Assembly Resolution A40-27 *Innovation in Aviation*, operative clause 5 “Directs the Council to urgently consider the establishment of a high-level body with the industry to regularly provide strategic advice to the Council concerning innovation in aviation” (C-DEC 221/9 refers).

2.3 The speakers in the ICF were invited to perform a horizon scanning of the high-level priorities for the industry. Three main themes stood out, namely: a) the COVID-19 recovery as the most pressing challenge; b) environmental sustainability, in particular climate change, as an existential threat for the aviation sector; and c) the increased digitization of the sector and the cyber-security threat as a result thereof. In addition, the wider topic of air traffic management was at the core of many

interventions, either from the perspective of its modernization, or from the expected increased interactions with urban air mobility solutions and space operations. Also, underlying the discussions on the COVID-19 response and possible impacts of climate change, an urgent call for a more resilient aviation sector was made.

2.4 During its deliberations during the 224<sup>th</sup> Session, the Council decided that the next ICF meeting should focus on the specific issue of sustainable aviation fuels (SAF), with the understanding that the discussions with the chief executives would be at the strategic level, thereby avoiding the duplication of the technical work already being undertaken in other forums, including in the Committee on Aviation Environmental Protection (CAEP). It also requested the Air Navigation Commission, with input from the Secretariat, to review whether the Global Air Navigation Plan (GANP), was adequate in addressing key challenges that the ICF had identified in the area of air traffic management and aviation safety, including a reflection on whether the tools currently available were suitable for this purpose (C-DEC 224/3 refers).

2.5 In parallel, the Council “agreed to the establishment of a Small Group on Innovation, to be comprised of Council members and supported by the Secretariat, for the purpose of developing guidance on how the Organization should proceed with the next steps in addressing innovation, including inputs from the ANC and the identification of gaps and mitigation measures, with the aim of addressing and implementing Assembly Resolution A40-27” (C-DEC 222/11 refers). The work of the Small Group on Innovation (SGI) encompasses other aspects than the strategic dialogue initiated with high-level representatives of the industry in the context of the ICAO-Industry Consultative Forum (ICF).

2.6 As a result, the Small Group has identified four dimensions of innovation that require further actions by the Organization: a) ICAO interactions with innovators; b) Incorporation of innovations in ICAO’s global standards in a timely fashion; c) the review of ICAO’s Standard-Making procedures; and d) the Organization of the ICAO Secretariat to open up to technologies and adapt its internal processes. On the latter, it should be noted that a group of innovation Focal Points within the ICAO Secretariat in headquarters and in the Regional Offices has been established to develop opportunities to identify and scale-up of initiatives that could facilitate the understanding of the innovation community to ICAO’s role and encourage ICAO Member States to create a suitable regulatory environment for innovators to develop their products and services.

2.7 Finally yet importantly, based on the well-received edition of the 2019 Innovation Fair, ICAO plans to organize the 2022 Innovation Fair prior to the 41<sup>st</sup> Session of the Assembly, with the view to offer an opportunity to discuss the concrete challenges of the international civil aviation sector. The 2022 Innovation Fair will facilitate meaningful exchanges between representatives of various communities that intersect to deliver innovation in aviation and societal benefits. It is envisaged to develop the programme of the event to duly reflect regional perspectives. Further details will be provided in due time to ICAO Member States, by means of a State Letter.

### **3. ACTION BY THE MEETING**

3.1 The Meeting is invited to support ICAO’s activities, through the participation of Member States and International Organizations in upcoming events on innovation.