



AN-Conf/14-WP/210
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FOURTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 26 August to 6 September 2024

REPORT TO THE CONFERENCE ON THE GENERAL PORTION

Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the Report Folder.

**REPORT OF THE FOURTEENTH
AIR NAVIGATION CONFERENCE**

LETTER OF TRANSMITTAL

To: President, Air Navigation Commission

From: Chairperson, Fourteenth Air Navigation
Conference (AN-Conf/14) (2024)

I have the honour to submit the report of the Fourteenth Air Navigation Conference (AN-Conf/14) which was held in Montréal, Canada, from 26 August to 6 September 2024.

Paule Assoumou Koki
Chairperson

Montréal, Canada, 6 September 2024

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REPORT OF THE FOURTEENTH AIR NAVIGATION CONFERENCE**Montréal, Canada, 26 August to 6 September 2024****HISTORY OF THE MEETING****1. DURATION**

1.1 The Fourteenth Air Navigation Conference (AN-Conf/14) was opened by the President of the Council, Mr. Salvatore Sciacchitano, followed by an address by the President of the Air Navigation Commission, Mr. Junrong Liang, and the Deputy Minister of Transport, Canada, Mr. Arun Thangaraj, at 1000 hours on 27 August 2024, in the Assembly Hall of the Headquarters of the International Civil Aviation Organization (ICAO) in Montréal, Canada. The closing Plenary was held on 6 September 2024.

2. ATTENDANCE

2.1 The Conference was attended by xx members and observers nominated by xx Member States and xx international organizations, as well as by advisers and others. A list of participants may be found on the AN-Conf/14 website: <https://www.icao.int/Meetings/anconf14/Pages/ListOfDelegates.aspx>.

3. OFFICERS

3.1 The following Officers were elected at the first Plenary meeting:

Conference Chairperson:	Ms. P. Assoumou Koki (Cameroon)
Conference Vice-Chairperson:	Mr. N. Bin Mahmud (Malaysia)
Committee Chairperson:	Mr. P. Kelleher (United Kingdom)
Committee Vice-Chairperson:	Mr. L. R. de Souza Nascimento (Brazil)

4. SECRETARIAT

4.1 The Secretary of the Conference was Ms. M. Merkle, Director, Air Navigation Bureau, who was assisted by Mr. P. Luciani, Deputy Director, Air Navigation and Aviation Safety, and Mr. S. Da Silva, Acting Deputy Director, Monitoring, Analysis and Coordination. They were also assisted by Mr. C. Dalton, Chief, Air Traffic Management Section, as the Conference Technical Lead, by officers of the Air Navigation Bureau of ICAO, and by officers of other bureaux and offices of the Organization, as necessary. Conference administration was coordinated by Ms. G. Kim and Ms. V. Wong, and documentation and report writing were coordinated by Mr. M. De Leon, Ms. A. Guiang, Ms. C. Colapelle and Ms. Z. Naini.

5. ADOPTION OF THE AGENDA OF THE MEETING

5.1 The agenda presented in AN-Conf/14-WP/1 was adopted at the opening Plenary in accordance with the relevant provisions of the *Directives to Divisional-type Air Navigation Meetings and Rules of Procedure for their Conduct* (Doc 8143-AN/873/3).

6. WORKING ARRANGEMENTS

6.1 The organization plan submitted to States in advance of the Conference was approved without change at the opening Plenary. The plan called for the establishment of one committee as shown below:

Committee

Chairperson
Vice-Chairperson
Secretary

Mr. P. Kelleher (United Kingdom)
Mr. L.R. de Souza Nascimento (Brazil)
Mr. P. Luciani, Deputy Director, Air Navigation and Aviation Safety, assisted by Agenda Item Secretaries Messrs. C. Dalton, Chief, Air Traffic Management Section; Y. Fattah, Chief, Multi-disciplinary Priorities; I. Knowles, Chief, Operational Safety Section; and S. Da Silva, Acting Deputy Director, Monitoring, Analysis and Coordination

6.2 The Conference recalled the Guiding Principles for the Preparation and Conduct of the Conference (State letter ST 15/1-24/12, Attachment C, paragraph 1.3 refers) and reiterated that all information papers would be forwarded to the appropriate expert group(s) for consideration as necessary in progressing their concerned work programmes.

6.3 The discussions in the main meeting were conducted in Arabic, Chinese, English, French, Russian and Spanish. Working papers were presented in all languages and information papers were presented in the language(s) they were submitted in. The report was issued in Arabic, Chinese, English, French, Russian and Spanish.

7. REMARKS**7.1 President of the Council of ICAO, Mr. S. Sciacchitano**

On behalf of the Council and the Secretary General of the International Civil Aviation Organization, I warmly welcome you to the Fourteenth Air Navigation Conference, under the theme of “Performance Improvement Driving Sustainability”.

This Conference will be crucial in defining the next steps for the improvement of global air navigation systems.

It is particularly significant as this year we celebrate the 80th Anniversary of the adoption of the Chicago Convention.

Eight decades ago, in the midst of a global conflict, nations united to transform aviation into a catalyst for peace and social and economic development. Today the challenges before international civil aviation are still great, yet we can draw inspiration from our past in order to meet them and successfully pursue new achievements.

This is why the Organization is focussing its 80th Anniversary celebration not solely on the achievements of the last eight decades, but, in my view more importantly, on how ICAO will be able to continue to support air transport development in the coming decades. This is the reason why the Council is reviewing and will soon approve the ICAO Strategic Plan 2026-2050.

In particular, we know that global air traffic has rebounded to pre-pandemic levels and is projected to more than double in the next two decades. This growth requires us to make immense efforts to meet our environmental responsibilities towards global net zero carbon emissions by 2050, the long-term aspirational goal.

Flight operations will have to contribute substantially to this goal. Secretary General Salazar will elaborate on our strategic approach to sustainable aviation growth in his address later today.

We must also safely integrate rapid technological advancements in aircraft design, autonomous flight and air traffic management systems while fortifying our aviation infrastructure against increasing cyber threats. While these challenges are not entirely new, they demand renewed focus and innovative solutions.

The 41st ICAO Assembly emphasized critical priority areas: the post-pandemic recovery and long-term sustainability of air transport; CO₂ emissions reduction as I just mentioned; and enhancing aviation system resilience while maintaining safety.

Your presence here reaffirms our collective commitment to addressing these priorities with strategic intent and renewed vigour.

This Conference will refocus our efforts on existing and new technical initiatives that align with ICAO's three aspirational goals foreseen in our Strategic Plan:

- zero fatalities in international aviation from accidents and acts of unlawful interference;
- net-zero carbon emissions by 2050 for international aviation operations; and
- aviation serving as an integral part of a thriving, connected, accessible, inclusive and affordable transport system for people and goods, contributing to socio-economic development, while ensuring no country is left behind.

Again, the Secretary General will provide more detail on how these goals shape our long-term strategy.

At this Conference, you will have an opportunity to review the outcomes of our Organization-wide reprioritization exercise. This exercise encompasses all activities in our current business plan and those stemming from the 41st Session of the Assembly. You will also discuss the priority focus areas set by the Council, which are designed to guide our organization's efforts during the current triennium.

Looking further ahead, we will explore ways to effectively align our global plans. Our aim is to ensure these plans complement each other in addressing both current and emerging challenges while minimizing overlapping initiatives and maximizing synergies. This alignment is crucial for the coherent evolution of our global aviation system.

As far as long-term strategic planning is concerned and in preparation for the 42nd Session of the Assembly in 2025, this Conference provides a valuable opportunity to discuss potential adjustments to the focus of the Technical Commission of the ICAO Assembly.

In this latter regard, I wish to underline that the Council is committed to enhancing the efficiency of ICAO Assemblies and intends to take better stock of conclusions of high-level conferences, as this Fourteenth Air Navigation Conference, consolidating them into Assembly Resolutions minimizing further discussions as much as possible.

I am sure that you will consider this aspect during your deliberations in the two weeks and, more importantly, in preparation of the 42nd ICAO Assembly in just over a year from now.

This Conference in particular builds on insights gathered from last year's Air Navigation World events in Montréal and Singapore. These events highlighted the aviation community's expectations and priorities, which will inform our discussions here.

Several focus areas will guide our deliberations. We will address the safe and timely introduction of new aircraft technologies, assessing their implications for operations and infrastructure in aerodrome operations and air traffic management.

The recent increase in global navigation satellite system (GNSS) interference is a significant concern. It impacts the safety and continuity of civil aviation operations. While I cannot refrain from condemning GNSS interference, as it endangers civil aviation safety, we must acknowledge that we need to reassess the adequacy of our current policies, standards, and guidance material, and develop effective mitigation measures.

Enhancing air navigation efficiency to support our environmental targets outlined in the long-term aspirational goal is crucial. We welcome new initiatives that promise broader, more consistent performance improvements.

A key issue on our agenda is the transition from legacy systems to new technologies.

In particular, we will focus on modernizing our flight planning mechanisms. This includes moving from our current system to the new approach of Flight and Flow Information for a Collaborative Environment, or FF-ICE for short. This represents a critical step in modernizing our approach and enhancing global air navigation efficiency.

We will also explore ways to improve connectivity between aircraft and ground-based systems. This is essential to facilitate the extensive information exchange required for implementing advanced air traffic management concepts, such as trajectory-based operations.

We acknowledge challenges, including optimal use of a limited frequency spectrum, ensuring seamless cross-border interoperability, and mitigating cyber threats.

Your feedback on the next editions of the Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP) is also crucial. The proposed goals and targets for the next GASP are meant to serve as catalysts to address global safety issues.

The GANP update reflects alignment with the priority areas recognized by the 41st Assembly and includes improvements on the conceptual roadmap, the performance framework and the Aviation System Block Upgrade (ASBU) framework.

I believe that this Conference is a critical bridge between the 41st and 42nd Sessions of the Assembly. It marks a significant milestone in our journey toward a more sustainable, safe and efficient global air navigation system.

Let us embark on these two weeks of deliberations with a profound sense of responsibility and optimism. The outcomes of our discussions will shape ICAO's work programme and set the stage for impactful decisions at the 42nd Assembly.

I would like to close by thanking you for your commitment and active participation. And I would urge you to make these discussions count – let us forge a path forward with resolve and vision.

It is now my honour to declare the Fourteenth Air Navigation Conference open and I would like to invite the President of the Air Navigation Commission, Mr. Junrong Liang, to address the Conference and elaborate further on its agenda. I wish you very successful deliberations.

7.2 President of the Air Navigation Commission, Mr. J. Liang

Distinguished Chief Delegates and Delegates, Deputy Minister of Transport Canada, President of the Council, Secretary General of ICAO, fellow Air Navigation Commissioners, ladies and gentlemen, it is my honour and pleasure to welcome you to ICAO's Fourteenth Air Navigation Conference.

2024 marks a year of celebrations. The global aviation community celebrates the 80th Anniversary of ICAO which was established by the Convention on International Civil Aviation popularly known as the Chicago Convention, signed on 7 December 1944. You might also be aware that the Air Navigation Commission (ANC) celebrates its 75th Anniversary this year, since its inauguration on 7 February 1949.

Over these years, ICAO, in collaboration with States and industry, has achieved remarkable milestones. Aviation safety has continually improved making air transport undoubtedly the safest mode of transportation. Similarly, air navigation capacity and efficiency have been enhanced enabling the handling of billions of passengers and millions of flights annually. I would like to take this opportunity to thank all Member States and international organizations for your continued support for the work of this Organization and in particular, the technical work of the ANC.

Although so much has been achieved, yet a lot remains to be done. The future of the air transport industry will be characterized by even more sophisticated aircraft and engine technologies, automation, digitalization and associated cybersecurity threats, new entrants such as remotely piloted aircraft systems (RPAS) and advanced air mobility (AAM), rapid passenger traffic growth, sustainability and environmental concern. These are opportunities for us to exploit for the benefit of the industry and its users but only if we are able to properly manage the challenges and mitigate the risks that come with them.

To continuously fulfil its mandate in ever evolving and increasingly challenging circumstances, ICAO will need to do more with limited resources. It is therefore critical to prioritize the Organization's work programme while enhancing the efficiency of its work methods in order to meet future needs.

At the 41st Session of the ICAO Assembly, the importance of holding divisional-type meetings, such as air navigation and high-level safety conferences, prior to Assembly sessions was emphasized. These meetings are vital as they provide States and industry with opportunities to discuss critical issues, identify priority areas and propose necessary technical work for inclusion in the business plan for the upcoming triennium.

AN-Conf/14 serves as a crucial bridge between 41st Assembly and 42nd Assembly, serving as a forum to gather insights on the Organization's ongoing work and to shape its future direction. This Conference aims to build consensus, secure commitments, and formulate recommendations that will enable ICAO and Member States to advance key air navigation initiatives in a rapidly evolving aviation environment.

The theme of this Conference, "Performance Improvement Driving Sustainability", although traditional, represents a transformational opportunity that will form the basis for long-term strategic planning and enable ICAO to manage and mitigate the challenges ahead.

Over the decades, ICAO has developed more than 12 000 Standards and Recommended Practices (SARPs) across 19 Annexes and six Procedures for Air Navigation Services (PANS). These are constantly evolving to accommodate the latest developments and innovations, laying the foundation for a safe, efficient, and sustainable global civil aviation system.

However, rapid technological advancements and increasing industry demands highlight the critical need to leverage these Standards to achieve the performance improvements necessary for a resilient and sustainable aviation system that meet the expectations of States, industry and other stakeholders.

The Conference will focus on topics related to air navigation system performance improvement and ways to address the rapid evolution in aviation operations and technologies in a safe and timely manner. Some sub-agenda items support the contribution to the global long-term aspirational goal for international aviation (LTAG), especially through the safe and timely use of new technologies and enhanced operational efficiency.

In addition to air navigation system performance improvement, this Conference will provide an opportunity for in-depth technical discussions on the timely and safe use of new technologies and the hyper-connectivity of the air navigation system. The outcomes of these discussions will guide the Organization in prioritizing its technical work programme within the context of constrained resources.

As we consider the opportunities and challenges presented by emerging technologies, it is critical to take a long-term view. While focus on the next triennium, we should also look beyond to anticipate the future trends and direction of global air navigation. This forward-looking approach will enable efficient decision making at the next Assembly regarding technical strategies and policies for air navigation, ultimately leading to a safe and globally harmonized deployment of new technologies and innovations.

Over the next two weeks, your efforts will be consolidated into a report by the dedicated professionals in the ICAO Secretariat. The outcomes of your deliberations will be firstly presented to the Air Navigation Commission. This will allow us to prioritize key activities, as we did after the High-level Conference on COVID-19 and the 41st Assembly, in our role as technical advisors to the ICAO Council.

During the process of preparing for this Conference, efforts have been put into initiatives to improve effectiveness and efficiency. These initiatives are based on lessons learned from previous high-level conferences and the 41st Assembly. We anticipate that these improvements will allow for more constructive and fruitful discussions. Following the Conference, the ANC intends to review these initiatives, and the lessons learned will contribute to the preparations for future high-level technical conferences and Assemblies.

Before closing my remarks, I take this opportunity to introduce to you my fellow Air Navigation Commissioners. They are nominated by specific ICAO Member States and appointed by the Council, work independently, as a team, and utilize their expertise in the interest of the entire international civil aviation community. Please join me in deeply thanking them for their continued efforts and the key role they played in the preparations for AN-Conf/14.

7.3 Deputy Minister of Transport, Canada, Mr. A. Thangaraj

I am honoured to welcome you to ICAO's Fourteenth Air Navigation Conference, and to the City of Montréal. Montréal and ICAO share a unique and longstanding connection. Since its inception, ICAO has been a cornerstone of Canada and Montréal's aviation ecosystem, fostering an environment where international collaboration and aviation expertise thrive. Your presence here today stands as evidence of this fruitful and long-lasting partnership.

Canadians are proud to welcome you and to host this Organization right here in the heart of Montréal.

2024 is a landmark year for international civil aviation. We celebrate the 80th Anniversary of the Chicago Convention, and the 75th Anniversaries of both the Air Navigation Commission and Annex 9 on Facilitation. It is also the 50th Anniversary of Annex 17 on Aviation Security.

Thanks to the Chicago Convention, we are all the very fortunate beneficiaries of a vision – a vision that, in 1944, inspired 54 nations to come together and agree on the core principles to ensure civil aviation would fulfill its promise to “create and preserve friendship and understanding among the nations and peoples of the world”.

As I prepared my remarks for today, I felt it was important that I touch on the spirit of those principles – the core values that initially brought us together and have continued to form the basis of our commitment to the safe, secure, and sustainable development of international civil aviation.

These simple but powerful principles have laid the foundation upon which ICAO has relied to support international air transport through historical challenges.

Aviation safety and security provides the bedrock of public confidence and forms the key pillars of ICAO. Standards and procedures safeguarding passengers, crew, and aircraft reflect our commitment to aviation remaining the safest way to travel.

International Cooperation: At its heart, the Convention champions the value of collaboration. It establishes this Organization as a forum where each Member State has a voice and constitutes an elected Council of equals to ensure geographic representation. This spirit of cooperation has given rise to crucial initiatives such as No Country Left Behind, which allows ICAO to meet its commitments to develop international civil aviation “on the basis of equality of opportunity”.

Harmonization and expertise: The development, update, and implementation of Standards across the globe does not only safeguard the safety and security of aviation operations, it also guarantees that our global aviation system and standards will continue to match the ever-increasing speed of innovation.

This work requires the active and continuous involvement of all aviation stakeholders, from industry and technical experts to States. By contributing to the work of the Air Navigation Commission and its panels, we are investing in the safety, efficiency, and sustainability of our own aviation sectors.

While it promotes Standards globally, the Convention also recognizes the “complete and exclusive sovereignty” of each Member State over its own airspace. It is this balance of sovereignty and harmonization, embodied in the value of mutual respect, that is so fundamental to the spirit of this institution and to the success of aviation globally.

Adhering to the mutually established rules is vital for maintaining trust and accountability in our system and safeguarding our institutions’ integrity. It is up to all Member States to ensure that ICAO can continue to successfully lead the sector for generations to come.

The growing demand for air travel only sharpens the urgent need to mitigate the impact of aviation on the environment. Our global community will need to decarbonize the sector through new and novel technologies, more efficient operations, and improved infrastructure to enable the use of new sustainable fuels. ICAO and its Member States took important steps forward by agreeing to a long-term aspirational goal of net zero by 2050.

The continued growth of aviation with increasing flights and passenger numbers will also require continuous enhancement to safety and security but also improvements to the passenger experience. This work includes making aviation more accessible for persons with disabilities and reduced mobility.

Inclusivity, however, should not be confined to the passenger seat. Women continue to be underrepresented in important jobs across the aviation industry, including as pilots, and aircraft maintenance engineers. Increasing the participation of women is key to meeting critical challenges facing the aviation industry.

For more than 80 years, our collective efforts have been instrumental in creating peace of mind for billions of passengers. Unfortunately, there are tragic examples where this has not been the case. It is our collective responsibility to prevent accidents and future aviation tragedies.

Against the backdrop of these devastating events, ICAO has proven an effective forum for worldwide action. For example, ICAO successfully confronted challenges of unprecedented scale such as the COVID-19 pandemic and enabled aviation to recover safely and successfully, and to continue to grow.

The theme and topics of the next couple of weeks underscore the critical role of ICAO. By providing an indispensable forum for detailed technical discussions on a global level, ICAO can pave the way for the safe integration of new technologies in worldwide aviation operations.

Let me, once again, express my gratitude for your engagement and enthusiasm.

Your contributions here will be crucial. They will make it possible to turn our ambitions into concrete actions and will set the aviation safety and air navigation agenda for next year’s ICAO Assembly.

Again, it gives me great pleasure, as a Representative of the Government of Canada and Host Country to ICAO Headquarters, to welcome you to this important event. Have a wonderful stay in Montréal, *et que notre conférence soit un succès!*

7.4 Secretary General of ICAO, Mr. J.C. Salazar

Twelve billion passengers aboard emission and fatality free flights, connecting people everywhere, and ensuring aviation has preserved and significantly expanded its role as a catalyst for sustainable development worldwide. That is our ambition for 2050.

As ICAO Secretary General, it is my great pleasure to welcome you to this Fourteenth Air Navigation Conference, where we will shape this future under the theme “Performance Improvement Driving Sustainability”.

Over the next two weeks, we will work together to reach a global consensus on performance improvement initiatives that support this objective. These initiatives will enable ICAO, Member States, and industry to address aviation’s global environmental challenges and adapt to rapidly evolving operations and technologies, all while working within available resources.

This will occur against the background of complex challenges to connect the world safely, securely and sustainably. Climate change, cybersecurity, and other crises demand our attention. We must integrate new entrants into our airspace, including drone and commercial space operators, while managing complex information systems and high-altitude operations. Addressing these complex challenges has necessitated an evolution in ICAO’s role and responsibilities.

Since 2007, ICAO’s role has expanded significantly, particularly in the areas of monitoring and oversight of State safety and security oversight systems, and the provision of implementation support to States. This expansion came in response to several significant accidents, which highlighted the critical need for enhanced oversight and assistance in addressing safety and security shortcomings.

Now with the technological, environmental, economic, and social changes before us we will see our role expanding once more.

From my perspective, the journey ahead is promising, especially as we have already made significant strides in key areas. Our Transformational Objective, backed by the Council and Assembly, is modernizing ICAO’s processes and systems to better serve our stakeholders. The Council has set clear Priority Focus Areas to guide our efforts in stewarding global aviation. And as we celebrate ICAO’s 80th Anniversary, we have garnered support for our comprehensive new long-term ICAO Strategic Plan 2026 - 2050, updated Safety, Security and Air Navigation Global Plans, and the new Global Framework for SAF, LCAF and other Aviation Cleaner Energies.

ICAO’s new long-term Strategic Plan will guide our mission from 2026 to 2050.

This plan synthesizes key insights from the past five years, including: review of States’ needs and expectations; alignment with ICAO Global Plans and industry trends; input from high-level conferences like this one; directives from the most recent ICAO Assembly.

It is focused on outcome-oriented strategic goals that will remain relevant through 2050 and beyond.

We have also crafted a renewed vision for ICAO, of “A safe, secure and sustainable international civil aviation system that connects the world for the benefit of all nations and people”.

To realize this vision, we've set three ambitious and interconnected aspirational goals: zero fatalities in international aviation from accidents and acts of unlawful interference; net-zero carbon emissions by 2050 for international aviation operations; aviation serving as an integral part of a thriving, connected, accessible, inclusive, and affordable transport system.

Our mission is to lead international civil aviation in achieving responsible connectivity. This leadership is fundamental to: driving social and economic development; ensuring environmental sustainability; and realizing our vision of a connected world. We fulfil this mission through several key activities: namely, developing policies and Standards, conducting monitoring and auditing, supporting Member States in building their aviation capabilities, and advancing international air law.

ICAO's six new Strategic Goals form the backbone of our new long-term strategy.

Aviation's success over the past 80 years has always been predicated on putting safety first. It is therefore no surprise that our first goal is that every flight is safe and secure, with the ultimate goal of zero fatalities from aviation accidents or incidents. This goal is crucial in maintaining public trust and enabling the continued growth of global air travel.

Our second goal focuses on environmentally sustainable aviation growth. As we connect the world, we must do so responsibly by minimizing both emissions and noise. We explicitly state that we must ensure that air transportation capacity grows to meet increasing global demand. This environmentally conscious approach drives innovation, opens new opportunities, and ensures the long-term viability of our industry and our planet.

Our third goal addresses mobility, reliability, accessibility, and seamlessness. We aim to create a global aviation system that serves all users efficiently, regardless of their location or circumstances. This includes ensuring timely transportation even during disruptions, connecting remote areas to larger hubs, and offering stress-free cross-border travel experiences.

The following goals describe how ICAO will facilitate and lead international alignment. This is how we encourage progress towards the outcomes stated in the first three.

Our fourth goal is to assist States in effectively prioritizing and planning capacity development and implementation support work. This goal is crucial to ensure that all nations can participate fully in the global aviation network. We consider each State's specific needs while leveraging common solutions and partner support where appropriate, taking ICAO's integrated approach in providing support for Member States in implementing Standards and Recommended Practices (SARPs).

The fifth goal aims to advance and adapt International Air Law to meet the needs of an ever-evolving aviation sector. Our legal framework must remain relevant, addressing current and emerging challenges while facilitating civil aviation growth, development, and operations. This goal ensures that our rules-based system evolves alongside technological advancements and changing global needs.

Our sixth goal, perhaps the most novel, is to ensure that air transport delivers economic prosperity and societal well-being for all. This goal embodies the ultimate purpose of connecting the world responsibly –

to create tangible benefits for people and communities globally. We recognize that international civil aviation's value can be measured for each Member State in terms of increased prosperity and well-being.

Each goal will be defined by metrics to track our progress in international collaboration. For safety, we may use fatality rates per million flights from all causes. To gauge environmental sustainability, we could track global CO₂ emissions per revenue kilometre or ton flown. The work of this Conference will contribute to the definition of these metrics.

We have identified four high-priority enablers that will drive our progress.

First, ICAO's continuous organizational improvement builds on our Transformational Objective, which has been delivering significant positive change within ICAO for the past 18 months. This work must continue into the next triennium and beyond. Our objective is to optimize our operational efficiency, enhance our responsiveness to emerging aviation challenges, and strengthen our capacity to support Member States effectively.

Complementing this, our Innovation Strategy, mandated by the 41st Assembly, will help prioritize the work of technical panels and study groups, ensuring we stay at the forefront of aviation advancements.

Equally important is our commitment to workforce development. We aim to attract a diverse and capable new generation of professionals who will drive aviation in the coming decades. Our Gender Equality Programme will play a crucial role in this effort by fostering inclusivity and tapping into a broader talent pool.

Lastly, our work in developing partnerships and improving resource delivery is vital for sustainable progress. The FINVEST Hub for decarbonization projects represents a new financial coordination and partnership effort that ICAO is uniquely positioned to lead. This initiative, along with other efforts in partnership development and resource mobilization, is key to ensuring our budget sustainability and overall success.

We are currently developing the Business Plan for 2026-2028, which will operationalize the Strategic Plan, and is results-based. This plan will provide a detailed description of several key elements. It will outline the global context on which our outcomes are based, including frameworks like the GANP and GASP. The plan will also address our challenges and opportunities, as well as our priorities and desired achievements for the end of the triennium. Importantly, all of these elements will be accompanied by complete and clear-cut targets.

To ensure effective implementation, we have developed a comprehensive performance monitoring framework that complements the Business Plan. This framework includes key performance indicators aligned with our targets. We conduct regular reviews recognizing that diligent monitoring of our short-term performance is crucial to achieving the long-term aviation advancements outlined in our Strategic Plan. This approach allows us to track progress, make timely adjustments, and maintain momentum towards our ambitious goals.

As we move forward with this new long-term Strategic Plan, let us remember that our work in connecting the world impacts not just our industry, but the global community. The future of aviation connectivity is bright, and it calls for our collective effort and commitment.

Before I conclude, I would like to take a moment to recognize the invaluable contributions of the Air Navigation Commission, particularly as we celebrate its 75th Anniversary this year. Your expertise, dedication, and tireless efforts in developing and refining air navigation policies and Standards and Recommended Practices have been instrumental in shaping the future of global aviation. Your work forms the backbone of many of the initiatives we will discuss during this Conference, and I extend my heartfelt gratitude for your ongoing commitment to excellence.

I would also like to express my sincere appreciation to our Secretariat colleagues. Your diligence, expertise, and countless hours of preparation have been crucial in setting the stage for a successful Conference. Your commitment to ICAO's mission and your tireless efforts behind the scenes are the driving force that enables us to tackle the complex challenges facing global aviation. Thank you for your dedication and hard work

I would also like to express my gratitude to all of you in advance for your active participation in this Conference, which is so important.

8. ICAO WALTER BINAGHI AIR NAVIGATION COMMISSION LAUREL AWARD

8.1 On 18 June 1998, the Air Navigation Commission (ANC) established the ICAO Air Navigation Commission Laurel Award which was later named to the ICAO Walter Binaghi ANC Laurel Award in recognition of Mr. Binaghi's contribution during the eight years he served as the ANC's first President. The award, which is given every two years, had been presented to ten individuals in recognition of their contributions to the mandate of the Commission to promote safety, efficiency and capacity in civil aviation.

8.2 The tenth ICAO Walter Binaghi Air Navigation Commission Laurel Award was bestowed by the President of the Air Navigation Commission, to Mr. J. Mettrop, nominated by the United Kingdom, for his contribution to the work of the ANC in furthering the safety, regularity and efficiency of international civil aviation, particularly, through his participation in the work of the ANC's Frequency Spectrum Management Panel (FSMP). It also acknowledged his outstanding contribution to civil aviation through active promotion and defence of the limited aeronautical frequency spectrum resource, critical to the provision of safe and efficient communications, navigation, and surveillance/air traffic management (CNS/ATM).

8.3 The Laurel Award recipient was presented with a certificate and a statuette replica of the bronze sculpture *Vuelo*, i.e. flight, designed by Leonardo Nierman and donated by Mexico, which sits in the centre of the Air Navigation Commission Chamber at ICAO Headquarters.

9. CLOSING REMARKS

(Closing remarks by the Director of the Air Navigation Bureau will be included following completion of the Conference.)

AGENDA OF THE CONFERENCE

Agenda Item 1: Update on the ICAO 2023-2025 Business Plan and long-term strategic planning

- 1.1: Reprioritization of the ICAO 2023-2025 Business Plan
- 1.2: Strategic alignment of global plans for performance improvement
- 1.3: Evolution of the Technical Commission of the ICAO Assembly

Agenda Item 2: Timely and safe use of new technologies

- 2.1: Evolving aircraft technologies contributing to LTAG
- 2.2: Addressing safety risks related to evolving aviation technologies
- 2.3: 2026-2028 Edition of the Global Aviation Safety Plan (GASP)

Agenda Item 3: Air navigation system performance improvement

- 3.1: Proposals to improve the efficiency of air navigation services contributing to LTAG
- 3.2: Phasing out legacy systems
- 3.3: Eighth Edition of the Global Air Navigation Plan (GANP)

Agenda Item 4: Hyper-connectivity of air navigation system

- 4.1: Connected aircraft concept and associated challenges
- 4.2: Cybersecurity and information system resilience

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GLOSSARY OF TERMS

AAM	Advanced air mobility
ACI	Airports Council International
AFCAC	African Civil Aviation Commission
AIS	Aeronautical information service
ANP	Air navigation plan
ANS	Air navigation services
ANSP	Air navigation services provider
AOC	Aeronautical operational control
ASBU	Aviation System Block Upgrade
ASECNA	Agency for the Safety of Air Navigation in Africa and Madagascar
ATAG	Air Transport Action Group
ATCO	Air traffic control officer
ATFM	Air traffic flow management
ATM	Air traffic management
ATS	Air traffic services
CAEP	Committee on Aviation Environmental Protection
CANSO	Civil Air Navigation Services Organisation
CCT	Contingency coordination team
CMA	Continuous Monitoring Approach
CNS	Communications, navigation and surveillance
COCESNA	Central American Corporation for Air Navigation Services
CSIRT	Cybersecurity incident response team
CST	Commercial space transport
DATS	Digital air traffic services
DME	Distance measuring equipment
ECAC	European Civil Aviation Conference
ESA	European Space Agency
EUROCONTROL	European Organisation for the Safety of Air Navigation
eVTOL	Electric vertical take-off and landing
FF-ICE	Flight and flow – information for a collaborative environment
FRA	Free route airspace

FUA	Flexible use of airspace
GANP	Global air navigation plan
GAPPRE	Global Action Plan for the Prevention of Runway Excursions
GAPPRI	Global Action Plan for the Prevention of Runway Incursions
GASP	Global Aviation Safety Plan
GASeP	Global Aviation Security Plan
GBAS	Ground-based augmentation system
GNSS	Global navigation satellite system
GRSAP	Global Runway Safety Action Plan
HAO	Higher airspace operations
IATA	International Air Transport Association
IBAC	International Business Aviation Council
ICCAIA	International Coordinating Council of Aerospace Industries Associations
IFALPA	International Federation of Air Line Pilots' Associations
IFATCA	International Federation of Air Traffic Controllers' Associations
IFATSEA	International Federation of Air Traffic Safety Electronics Associations
ILS	instrument landing system
iPack	Implementation package
ISASI	International Society of Air Safety Investigators
ITF	International Transport Workers' Federation
ITU	International Telecommunication Union
KPI	Key performance indicator
LACAC	Latin American Civil Aviation Commission
LTAG	Long-term aspirational goal
MISP	Malware Information Sharing Platform
NACC	North American, Central American and Caribbean
NGAP	Next Generation of Aviation Professionals
PANS	Procedures for Air Navigation Services
PBN	Performance-based navigation
PFA	Priority Focus Area
PIRG	Planning and implementation regional group
PQ	Protocol question
RFI	Radio frequency interference

SAM	South American
SARPs	Standards and Recommended Practices
SBAS	Satellite-based augmentation systems
SMS	Safety management system
SSPIA	State safety programme implementation assessment
SWIM	System-wide information management
TBO	Trajectory-based operations
UAS	Unmanned aircraft systems
UN	United Nations
UNOOSA	United Nations Office for Outer Space Affairs
USOAP	Universal Safety Oversight Audit Programme
UTM	UAS traffic management
VHF	very high frequency
VOR	VHF omnidirectional radio range

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SUMMARY OF INFORMATION SESSIONS

The information sessions, held on 26 August 2024, were intended to support more efficient and effective deliberations during the Conference, to address requests from Member States and international organizations received during the consultation on the need for the Conference (SL ST 15/1-23/12 dated 10 July 2023 refers) and to provide an update on various subjects. The objectives of the information sessions were to provide:

- a) relevant information on the conduct of the Conference;
- b) additional background information as precursors to subjects that will be tabled, supporting focused discussions during the Conference; and
- c) an update on the progress of the work on the priority focus areas that have not reached the necessary maturity for consideration at the Conference.

Information sessions

- PPT 01: Expectations and Objectives of AN-Conf/14
- PPT 02: Introduction to ICAO reprioritization activities, priority focus areas and the ICAO long-term strategic Plan
- PPT 03: Overview of the ICAO safety and air navigation work programme
- PPT 04: Ongoing work concerning the decision of the 41st Session of the Assembly related to the Standards development process
- PPT 05: Evolution of the Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP CMA)
- PPT 06: Ongoing work on the change from magnetic to True North
- PPT 07: Ongoing work concerning an update to the Global Air Traffic Management Operational Concept (Doc 9854)
- PPT 08: Ongoing work related to higher airspace operations (HAO)
- PPT 09: Ongoing work related to advanced air mobility (AAM), unmanned aircraft systems (UAS), UAS traffic management (UTM)
- PPT 10: Ongoing work related to the Integrated Communications, Navigation, Surveillance and Spectrum (ICNSS) Task Force
- PPT 11: Ongoing work on human performance in the different aviation domains

The information sessions and the related presentations are available at the AN-Conf/14 website: <https://www.icao.int/Meetings/anconf14/Pages/presentations.aspx>.

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