

**WORKING PAPER****SEVENTH WORLDWIDE AIR TRANSPORT CONFERENCE
(ATCONF/7)****Montréal, HQ, 16 to 20 November 2026****Agenda Item 4: Emerging technologies, new business models and other associated aspects****4.1: Economic regulatory frameworks on emerging technologies****GLOBAL FRAMEWORK FOR THE ECONOMIC REGULATION OF EMERGING
TECHNOLOGIES IN CIVIL AVIATION (AAM, RPAS & eVTOL)**(Presented by Venezuela (Bolivarian Republic of) and supported by 17 LACAC Member States²)**EXECUTIVE SUMMARY**

This paper offers a proposal for the establishment of a Global Framework for the Economic Regulation of Emerging Technologies in Civil Aviation. In view of the imminent massification of Remotely Piloted Aircraft Systems (RPAS), unmanned logistics transport and Advanced Air Mobility/electric vertical takeoff and landing aircraft (AAM/eVTOL) operations, advances in technical certification and *safety* must be supported with globally harmonized comprehensive economic guidance on market access, sustainable infrastructure pricing (vertiports and UTM traffic services), and other civil liability regulations.

Action: The conference is invited to:

- take note of the economic challenges and opportunities posed by emerging technologies in civil aviation;
- recommend that the International Civil Aviation Organization (ICAO) Council, through the Air Transport Committee (ATC), create a specialized working group to develop a Manual on the Economic Regulation of Emerging Technologies in Civil Aviation, in line with updates to the *Policy and Guidance Material on the Economic Regulation of International Air Transport* (Doc 9587) and the *Manual on the Regulation of International Air Transport* (Doc 9626);
- urge contracting States to actively exchange best practices for the development and harmonization of regulatory schemes.

<i>Strategic Goal:</i>	This working paper relates to Strategic Goal: <i>The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All</i>
<i>Financial implications:</i>	Financial implications are expected for the following aviation stakeholders: States, the aviation industry and specialized organizations, for the adoption of a global economic framework that will generate operational cost savings, prevent market distortions, and attract private investments in AAM/ Unmanned Traffic Management (UTM) infrastructure globally; ICAO should allocate specific funds to create working groups to conduct research and propose amendments, updated or new provisions, or relevant guidance material.
<i>References:</i>	Doc 9587, <i>Policy and Guidance Material on the Economic Regulation of International Air Transport</i> Doc 9626, <i>Manual on the Regulation of International Air Transport</i> Doc 9082, <i>ICAO's Policies on Charges for Airports and Air Navigation Service</i> Doc 10019, <i>Manual on Remotely Piloted Aircraft Systems (RPAS)</i>

¹ Spanish version provided by Venezuela (Bolivarian Republic of).

² Belize, Bolivia (Plurinational State of), Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay and Uruguay.

1. INTRODUCTION

1.1 Over the past decade, the International Civil Aviation Organization (ICAO) and its contracting States have made significant progress at the global level in developing technical frameworks for safety, risk management and cybersecurity in order to integrate unmanned aircraft and Advanced Air Mobility (AAM) systems. However, the accelerated growth of business models for Remotely Piloted Aircraft Systems (RPAS) and electric vertical takeoff and landing aircraft (eVTOL) operations requires an equivalent global effort toward economic regulation.

1.2 Experience in civil aviation shows that the commercial viability and safe scaling of new air services require legal certainty and economic predictability, in accordance with the provisions of the *Policy and Guidance Material on the Economic Regulation of International Air Transport* (Doc 9587) and the *Manual on the Regulation of International Air Transport* (Doc 9626) which are prerequisites for the long-term viability of air transport.

1.3 The lack of standardized global economic guidance for emerging technologies threatens to generate a fragmented regulatory landscape, creating barriers that distort international trade and make the global scaling of fleets and technologies more expensive.

2. DISCUSSION

2.1 Market access and global commercial licensing requirements have not been optimized for autonomous or unmanned operations. The disparate business requirements across regions hinders interoperability and international expansion of operators and manufacturers.

2.2 As regards digital/physical infrastructure and price sustainability, high levels of public and private investment are needed to develop non-discriminatory user charges and models on the basis of the cost recovery principles set out in *ICAO's Policies on Charges for Airports and Air Navigation Service* (Doc 9082), as well as charges for the use of Unmanned Traffic Management (UTM) and vertiports, thus avoiding natural monopolies in key urban and interurban nodes and guaranteeing open access.

2.3 It is essential to establish financing requirements and insurance policies proportionate to the scale of the operation, maximum take-off mass and risk profile. An overly rigid regulatory framework risks stifling innovation and restricting the market to large conglomerates, leaving small and medium-sized tech companies in developing countries on the sidelines.

3. CONCLUSION

3.1 Recognize the strategic importance of the economic development of air transport as a fundamental pillar for the sustainable global deployment of AAM, RPAS and next-generation aviation. International civil aviation is at a strategic turning point due to the large-scale deployment of unmanned aviation, which not only represents a technological innovation, but a fundamental driver of global economic growth, territorial connectivity and sustainable development.

3.2 Invite the ICAO Council, through the Air Transport Committee (ATC), to establish a working group to develop a Manual on the Economic Regulation of Emerging Technologies in Civil Aviation, as a complement to the existing volumes of ICAO Doc 9587 and Doc 9626.

3.3 Urge contracting States to adopt transparent, non-discriminatory and proportionate market access policies for the commercial licensing of non-conventional air transport and price management of emerging digital/physical infrastructure, encouraging the sharing of best practices on vertiport concession models and global UTM rate structures.