



ICAO

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ASSEMBLY FORTY-SECOND SESSION

Montréal, 23 September–3 October 2025

EXECUTIVE COMMITTEE

REPORT

*Approved by the Executive Committee of the Assembly
and published by authority of the Secretary General*



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EXECUTIVE COMMITTEE

REPORT

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SCHEDULE OF ITEMS DISCUSSED BY THE EXECUTIVE COMMITTEE

	DATE AND NUMBER OF MEETINGS								
	SEPTEMBER						OCTOBER		
ITEM	24 AM 1, 2	25 PM 3*	26 AM/PM 4, 5	27 PM 6		29 AM/PM 7, 8	30 PM 9, 10*	1 AM/PM 11, 12	2 AM 13
10.	X								
11.			X				X		
12.	X	X							X
13.						X			X
14.						X		X	
15.			X				X		
16.			X					X	
17.			X					X	
18.				X				X	
19.			X					X	
20.				X				X	
21.				X				X	
22.						X	X		X

* The third and tenth meetings of the Executive Committee commenced at 1700 hours.

REPORT OF THE EXECUTIVE COMMITTEE TO THE ASSEMBLY

General

1. The Executive Committee of the 42nd Session of the Assembly held 13 meetings from 23 September to 3 October 2025. The meetings were convened under the chairmanship of the President of the Assembly, H.E. Eng. Naif Ali Al-Abri (Oman).

States and Observer Delegations Represented

2. The following 192 Member States, under valid credentials, were represented at all or some of the meetings of the Committee:

Afghanistan	Chile	Ghana
Albania	China	Greece
Algeria	Colombia	Grenada
Andorra	Comoros	Guatemala
Angola	Congo	Guinea
Antigua and Barbuda	Cook Islands	Guinea-Bissau
Argentina	Costa Rica	Guyana
Armenia	Côte d'Ivoire	Haiti
Australia	Croatia	Honduras
Austria	Cuba	Hungary
Azerbaijan	Cyprus	Iceland
Bahamas	Czechia	India
Bahrain	Democratic People's Republic of Korea	Indonesia
Bangladesh	Democratic Republic of the Congo	Iran (Islamic Republic of)
Barbados	Denmark	Iraq
Belarus	Djibouti	Ireland
Belgium	Dominica	Israel
Belize	Dominican Republic	Italy
Benin	Ecuador	Jamaica
Bhutan	Egypt	Japan
Bolivia (Plurinational State of)	El Salvador	Jordan
Bosnia and Herzegovina	Equatorial Guinea	Kazakhstan
Botswana	Eritrea	Kenya
Brazil	Estonia	Kiribati
Brunei Darussalam	Eswatini	Kuwait
Bulgaria	Ethiopia	Kyrgyzstan
Burkina Faso	Fiji	Lao People's Democratic Republic
Burundi	Finland	Latvia
Cabo Verde	France	Lebanon
Cambodia	Gabon	Lesotho
Cameroon	Gambia	Liberia
Canada	Georgia	Libya
Central African Republic	Germany	Lithuania
Chad		Luxembourg

Madagascar	Paraguay	Sudan
Malawi	Peru	Suriname
Malaysia	Philippines	Sweden
Maldives	Poland	Switzerland
Mali	Portugal	Syrian Arab Republic
Malta	Qatar	Tajikistan
Marshall Islands	Republic of Korea	Thailand
Mauritania	Republic of Moldova	Timor-Leste
Mauritius	Romania	Togo
Mexico	Russian Federation	Tonga
Micronesia (Federated States of)	Rwanda	Trinidad and Tobago
Monaco	Saint Kitts and Nevis	Tunisia
Mongolia	Saint Lucia	Türkiye
Montenegro	Saint Vincent and the Grenadines	Turkmenistan
Morocco	Samoa	Tuvalu
Mozambique	San Marino	Uganda
Namibia	Sao Tome and Principe	Ukraine
Nauru	Saudi Arabia	United Arab Emirates
Nepal	Senegal	United Kingdom
Netherlands	Serbia	United Republic of Tanzania
New Zealand	Seychelles	United States
Nicaragua	Sierra Leone	Uruguay
Niger	Singapore	Uzbekistan
Nigeria	Slovakia	Vanuatu
North Macedonia	Slovenia	Venezuela (Bolivarian Republic of)
Norway	Solomon Islands	Viet Nam
Oman	Somalia	Yemen
Pakistan	South Africa	Zambia
Palau	South Sudan	Zimbabwe
Panama	Spain	
Papua New Guinea	Sri Lanka	

3. Observers from the following 60 international organizations were also represented at one or more meetings:

African Civil Aviation Commission (AFCAC)
Agence de Supervision de la Sécurité Aérienne en Afrique Centrale (ASSA-AC)
Agency for Air Navigation Safety in Africa and Madagascar (ASECNA)
Air and Space Academy (AAE)
Air Crash Victims' Families' Federation International (ACVFFI)
Air Transport Action Group (ATAG)
Aviation Services Association (ASA)
Airports Council International (ACI)
Arab Air Carriers' Organization (AACO)
Arab Civil Aviation Organization (ACAO)
Association of African Aviation Training Organizations (AATO)
ASTM International (ASTM)
Autorités Africaines et Malgaches de l'Aviation Civile (AAMAC)

Aviation Working Group (AWG)
Banjul Accord Group Accident Investigation Agency (BAGAIA)
Banjul Accord Group Aviation Safety Oversight Organization (BAGASOO)
Central American Corporation for Air Navigation Services (COCESNA)
Civil Air Navigation Services Organisation (CANSO)
Civil Aviation Safety and Security Oversight Agency (CASSOA)
Economic Community of West African States (ECOWAS)
European Civil Aviation Conference (ECAC)
European Organisation for Civil Aviation Equipment (EUROCAE)
European Organisation for the Safety of Air Navigation (EUROCONTROL)
European Union (EU)
European Union Aviation Safety Agency (EASA)
Flight Safety Foundation (FSF)
Global Express Association (GEA)
Hermes – Air Transport Organisation (HERMES)
International Academy of Aviation and Space Medicine (IAASM)
International Air Transport Association (IATA)
International Association of Aviation and Aerospace Education (ALICANTO)
International Atomic Energy Agency (IAEA)
International Business Aviation Council (IBAC)
International Coalition for Sustainable Aviation (ICSA)
International Coordinating Council of Aerospace Industries Associations (ICCAIA)
International Cospas-Sarsat Programme (COSPAS SARSAT)
International Federation of Aeronautical Information Management
Associations (IFAIMA)
International Federation of Airline Dispatchers' Associations (IFALDA)
International Federation of Air Line Pilots' Associations (IFALPA)
International Federation of Air Traffic Controllers' Associations (IFATCA)
International Federation of Air Traffic Safety Electronics Associations (IFATSEA)
International Forum for Aviation Research (IFAR)
International Law Association (ILA)
International Partners for Aviation Development, Innovations and Sustainability (iPADIS)
International Petroleum Industry Environmental Conservation Association (IPIECA)
International Renewable Energy Agency (IRENA)
International Transport Workers' Federation (ITF)
Interstate Aviation Committee (IAC)
Joint Authorities for Rulemaking on Unmanned Systems (JARUS)
Joint Aviation Authorities – Training Organisation (JAA-TO)
Latin American Association of Air and Space Law (ALADA)
Latin American Civil Aviation Commission (LACAC)
Pacific Aviation Safety Office (PASO)
Royal Aeronautical Society (RAeS)
Southern African Development Community Aviation Safety Organization (SASO)
The International Air Cargo Association (TIACA)
United Nations Economic Commission for Europe (ECE)
World Bank Group (WB)
World Birdstrike Association (WBA)
Young African Aviation Professional Association (YAAPA)

4. The President of the Council, Mr. S. Sciacchitano, and the Secretary General, Mr. Juan Carlos Salazar, took part in all meetings of the Committee. Mr. M. Gill, Director of the Legal Affairs and External Relations Bureau, was Secretary of the Committee. Mr. C. Ding was the Deputy Secretary. Ms. N. Abdennebi, Ms. T. Agiri, Mr. S. Da Silva, Mr. B. Frot, Ms. S. Hifdi, Ms. J. Hupe, Mr. P. Luciani, Mr. M. Marin, Ms. M. Merkle, Mr. A. Mishra, Ms. O. Nam, Mr. M. Rahma, Mr. J. Vargas, and Mr. W. Wen were Assistant Secretaries.

Agenda

5. The following items were referred by the Plenary to the Executive Committee for its consideration:

- Agenda Item 10: Contributions in Arrears
- Agenda Item 11: Annual Reports of the Council to the Assembly for 2022, 2023 and 2024
- Agenda Item 12: Facilitation Programmes
- Agenda Item 13: Aviation Security — Policy
- Agenda Item 14: Audit Programmes – Continuous Monitoring Approach
- Agenda Item 15: Environmental Protection – General Provisions, Aircraft Noise and Local Air Quality
- Agenda Item 16: Environmental Protection – International Aviation and Climate Change
- Agenda Item 17: Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)
- Agenda Item 18: Capacity Development and Implementation Support – Policy and Activities
- Agenda Item 19: Multilingualism at ICAO
- Agenda Item 20: Innovation in Aviation
- Agenda Item 21: Next Generation of Aviation Professionals (NGAP) Initiative
- Agenda Item 22: Other High-level Policy Issues to be Considered by the Executive Committee

6. All documents and working papers considered by the Committee are listed by Agenda Item on the ICAO Assembly website <https://www.icao.int/events/assembly-42nd-session/Assembly-Working-Papers>

Agenda Item 10: Contributions in Arrears

(subject covered in oral report to Plenary; no written record in this document)

Agenda Item 11: Annual Reports of the Council to the Assembly for 2022, 2023 and 2024

11.1 At the fifth meeting of the Executive Committee, the President of the Council recalled that an overview of the information contained in the Annual Reports of the Council to the Assembly for 2022, 2023 and 2024, and the supplementary report covering the first six months of 2025, had been provided in his opening remarks during the first meeting of the Plenary.

11.2 The Committee took note of this information, it being understood that the Annual Reports, along with the supplementary report, were available to all Member States and could be accessed on the ICAO public website.

Agenda Item 12: Facilitation Programmes

12.1 At its second and third meetings, the Executive Committee considered the subject of Facilitation Programmes based on the Council report on implementation of the International Civil Aviation Organization (ICAO) Traveller Identification Programme (TRIP) Strategy, the ICAO Public Key Directory (PKD), and developments in Annex 9 — *Facilitation* (WP/15). It considered the outcome of the Ministerial Segment of the Facilitation Conference in Doha, Qatar (WP/14), and priorities for the next triennium on assistance to aircraft accident victims and their families, including outcomes of the November 2024 Symposium (WP/16). The Committee also considered proposals to update Assembly Resolutions: *Consolidated statement of continuing ICAO policies related to facilitation* (superseding A41-17), *Assistance to victims of aviation accidents and their families* (superseding A41-14), *Strategy on disaster risk reduction and response mechanism in aviation* (superseding A41-13), *Accessibility in international civil aviation* (superseding A41-15), and *Development and implementation of facilitation provisions - combating human trafficking* (superseding A41-16). In addition, 36 working papers (WPs/58, 59, 72 (Rev.1), 104 (Rev.1), 105, 127, 156, 158, 161, 182, 184, 185, 244, 264, 276, 285, 290, 319, 320, 323, 325 (Rev. 1), 354, 372, 386, 416, 433, 439 (Rev.1), 447, 449, 460, 461 (Rev.1), 466, 469, 471, 475, 526) and 18 information papers (WPs/128, 130, 186, 247, 286, 299, 302, 356, 357, 397, 402, 414, 450, 488, 509, 555, 563, 564) were also presented by States and observers.

Air Transport Facilitation Strategic Matters

12.2 The Council, in WP/14, reported on the High-level Ministerial Segment of the ICAO Facilitation Conference (17 April 2025 in Doha), which adopted the Doha Declaration in line with ICAO's new Strategic Goal: *Aviation Delivers Reliable, Accessible and Seamless Mobility for All*. The Assembly was invited to reaffirm commitments, promote the Declaration, and support the inclusion of clauses of the Doha Declaration into proposed revisions to Resolutions A41-17 and A41-14. The Committee recommended the Assembly to adopt the actions contained in the paper.

12.3 In WP/15, the Council outlined developments in ICAO's Facilitation work since the last Assembly, focusing on Annex 9 — *Facilitation*, the ICAO TRIP Strategy, and the PKD. It proposed priorities and outcomes for the 2026–2028 triennium, noted Resolution A41-17 (2022), and recommended amendments to Appendix E. The Committee noted broad support for the paper and recommends that the Assembly endorse and adopt the Resolution 12/1 to supersede Assembly Resolution A41-17.

12.4 In WP/58, Qatar reported on outcomes of the Facilitation Conference 2025 and adoption of the Doha Declaration, stressing the importance of prioritizing facilitation alongside safety, security, sustainability, and passenger rights. The Committee urged States to reaffirm Annex 9 compliance, support

the Declaration, enhance National Facilitation Programmes, and engage more in facilitation activities. It also encouraged ICAO to provide oversight guidance, and assistance, subject to availability of resources. The Committee recommends that the Assembly endorse the proposed actions contained in the paper.

12.5 In WP/319, Senegal highlighted facilitation as vital for efficient and sustainable air transport, noting progress in Annex 9 Standards and Recommended Practices (SARPs) implementation and the need to address traffic growth. It proposed creating a Global Facilitation Plan (GFALP), a voluntary self-assessment framework for monitoring SARPs, and convening a global Facilitation Conference every three years. The Committee endorsed action a) of the paper and recommends that the Assembly refer actions b) and c) contained in the paper to the Council, with the involvement of the relevant technical bodies, for further study and a proposed way forward. The Committee did not support the proposal to convene a high-level Facilitation Conference every three years, noting the resource constraints of Member States and ICAO, which render the convening of a high-level Facilitation conference every three years unfeasible. The Committee encouraged ICAO to explore alternative means to maintain momentum, including leveraging existing ICAO events and regional platforms, while assessing the feasibility to convene future high-level Facilitation Conferences at longer time intervals.

12.6 In WP/72 (Rev.1), the United Kingdom, and the International Air Transport Association (IATA), co-sponsored by the Airports Council International (ACI), highlighted the complexity of facilitation under Annex 9 and proposed a long-term Strategic Facilitation Plan to improve SARPs compliance, resource coordination, global harmonization, and streamlined regulations for predictable, barrier-free air travel. The Committee noted strong support from multiple delegations for a more focused, strategic approach to facilitation work, and recommends that the Assembly refer the actions contained in the paper to the Council, with the involvement of the relevant technical bodies, for further study and a proposed way forward.

Resolution 12/1: Consolidated statement of continuing ICAO policies related to facilitation

Whereas Annex 9 — Facilitation, was developed as a means of articulating the obligations of Member States under Articles 22, 23 and 24 of the Convention and standardizing procedures for meeting the legal requirements referred to in Articles 10, 13, 14, 29 and 35;

Whereas implementation of the Standards and Recommended Practices in Annex 9 is essential to facilitate the clearance of aircraft, passengers/crew and their baggage, cargo and mail, as well as manage challenges in border controls and airport processes so as to maintain the efficiency of air transport operations;

Recognizing that the restrictions and public health measures brought by the COVID-19 pandemic have had a serious impact on the aviation industry and that this impact must be taken into account by ICAO and Member States when making decisions on air transport facilitation;

Reaffirming the commitments made in the Ministerial Declaration of the High-level Conference on COVID-19 (HLCC 2021) among others, the need to ensure a safe, secure, and orderly flow of traffic with operational readiness of aviation, and to ensure the long-term resilience of international aviation and incorporate the lessons learned from the current and past pandemics;

Recalling the conclusions and recommendations of the Facilitation stream of the High-level Conference on COVID-19 (HLCC 2021) of October 2021;

Whereas it is essential that Member States continue to pursue the objective of maximizing efficiency and security in such clearance operations; and

Whereas United Nations Security Council resolutions stress the continuing importance of ICAO's work on border control management and security of travel documents in the fight against terrorism.

The Assembly:

1. *Resolves* that the Appendices attached to this resolution and listed below constitute the consolidated statement of continuing ICAO policies related to facilitation, as these policies exist at the close of the 42nd Session of the Assembly:

Appendix A	—	Development and implementation of facilitation provisions
Appendix B	—	National and international action in ensuring the security and integrity of traveller identification and border controls
Appendix C	—	National and international action and cooperation on facilitation matters
Appendix D	—	Passenger Data Systems
Appendix E	—	Global Commitment to ensure that aviation delivers, reliable, accessible seamless mobility for all

2. *Requests* the Council to keep the consolidated statement related to facilitation under review and advise the Assembly as appropriate when changes are needed to the statement; and

3. *Declares* that this resolution supersedes Resolution A41-17: *Consolidated statement of continuing ICAO policies related to facilitation*.

APPENDIX A

Development and implementation of facilitation provisions

Whereas the *Convention on the Rights of Persons with Disabilities* and its Optional Protocol, that had been adopted in December 2006 by the United Nations General Assembly, entered into force on 3 May 2008;

Whereas the development of specifications for machine readable travel documents by the Organization has proved effective in the development of systems that expedite the movement of international passengers and crew members through clearance control at airports, while enhancing immigration and other border control authorities compliance programmes;

Whereas the development of a set of standard signs to facilitate the efficient use of airport terminals by travellers and other users has proved effective and beneficial;

Whereas making air travel accessible for all passengers, including persons with disabilities is a key contributor to the achievement of the UN Sustainable Development Goals (SDGs) and aligns with global commitments such as the United Nations Convention on the Rights of Persons with Disabilities (CRPD);

Whereas Machine Readable Travel Documents (MRTDs) strengthen the border control management process and enhance security by improving the integrity of documents which verify the identity of travellers and air crew;

Whereas such MRTDs also enable high-level cooperation among States to strengthen resistance to passport fraud, including the forgery or counterfeiting of passports, the use of valid passports by impostors, the use of expired or revoked passports, and the use of fraudulently obtained passports;

Whereas the use of MRTDs and other passenger information tools can also be employed for security purposes, by strengthening border control management processes and improving the integrity of documents, adding an important layer to the international civil aviation system, in order to detect terrorists and prevent acts of unlawful interference well before the aircraft boarding process;

Whereas the adoption of technology-driven solutions such as electronic data interchange (EDI), blockchain technology, and automated customs procedures by the Organization has proved effective in expediting the movement of international passengers and crew members through clearance control at airports, while enhancing immigration and other border control authorities compliance programmes;

Whereas the 38th Session of the ICAO Assembly in 2013 resolved that Members States should be encouraged to use the electronic filing of differences (EFOD) system that was developed to address the need for a more efficient means of reporting and researching differences to Standards and Recommended Practices and for replacing the existing paper- based mechanism;

Mindful of the Annex 9 — *Facilitation* components that support both border management and border security objectives which are audited under the ICAO Universal Security Audit Programme (USAP);

Recognizing the importance of Facilitation and the need for centralized national facilitation coordination units, regular inter-agency meetings, and stakeholder engagement forums, along with, adequate human and financial resources to support the Facilitation programme's activities and to assist Member States in implementing the Standards and Recommended Practices in Annex 9 — *Facilitation*;

Recalling the Communiqué of the High-Level Conference on Aviation Security held in Montréal on 29 and 30 November 2018, and the conference's conclusions and recommendations related to border control management.

The Assembly:

1. *Urges* Member States to give special attention to increasing their efforts to implement Annex 9 Standards and Recommended Practices;
2. *Requests* Member States to implement, to the extent practicable, globally and regionally-harmonized, collaborative, and mutually accepted measures that take into consideration different national circumstances and policies, without creating undue economic burdens or compromising the safety and facilitation of civil aviation, to facilitate the recovery and sustainable development of international passenger travel;
3. *Urges* Member States to adopt and implement technology-driven solutions such as electronic data interchange (EDI), digitalization and automated customs procedures to enhance the efficiency and compliance of clearance control processes at airports;
4. *Urges* Member States to give due regard to Doc 9984, *Manual on Access to Air Transport by Persons with Disabilities*, in their implementation of the relevant provisions of Annex 9;
5. *Requests* the Secretary General to develop a work programme on accessibility for passengers with disability in order to reach for a disability-inclusive air transport system;
6. *Requests* the Council to ensure that Annex 9 — *Facilitation*, is current and addresses the contemporary requirements of Member States, as well as their appropriate obligations towards the United Nations Security Council resolutions with respect to border control management and security of travel documents, their obligations towards the *World Health Organization (WHO) International Health Regulations (2005), as amended in 2014, 2022, and 2024*, the handling of and responses to public health emergencies in addition to Member States' requirements relating to the administration of cargo and passengers; and advances in technologies related to such administration;
7. *Requests* the Secretary General to ensure that relevant guidance material is current and responsive to the requirements of Member States;

8. *Requests* the Council to ensure that the provisions of Annex 9 — *Facilitation* relating to border control management, and Annex 17 — *Aviation Security*, are compatible with and complementary to each other;

9. *Urges* Member States to give due regard to existing guidance material and best practices on wayfinding and signage, including Doc 9636, *International Signs to Provide Guidance to Persons at Airports and Marine Terminals*, to the extent it remains applicable;

10. *Urges* Member States to ensure that all relevant agencies and departments that have a role in the implementation of Annex 9 — *Facilitation*, including but not limited to, civil aviation administrations, immigration, customs, health, quarantine, travel document-issuing authorities, air traffic control, law enforcement, postal authorities, border police, and foreign affairs, collaborate and coordinate their efforts through the national air transport facilitation committee or similar arrangements, in order that the Annex 9 Compliance Checklist is comprehensively completed in the electronic filing of differences (EFOD) system;

11. *Urges* the Council to ensure that the Facilitation Programmes is treated as a matter of highest priority and appropriate resources are made available by ICAO and its Member States;

12. *Urges* all Member States to continue to financially support the Organization's facilitation activities with voluntary contributions in the form of human and financial resources beyond those budgeted for under the regular programme; and

13. *Recognizing* the leadership role of ICAO in the area of facilitation activities, requests the Council to ensure the long-term sustainability of the Organization's facilitation programmes, by taking measures to incorporate the funding requirements within the Regular Programme Budget and ensure adequate human resources are available, as soon as possible and to the extent practicable.

APPENDIX B

National and international action in ensuring the integrity of traveller identification and border controls and enhancing security

Whereas Member States recognize the relevance of traveller identification and border control management to the ICAO Strategic Objective of security and facilitation;

Whereas Member States recognize that the ability to uniquely identify individuals requires a holistic and coordinated approach, which links the following five interdependent elements of traveller identification and border control management into a coherent framework:

- a) foundational documents, tools and processes required to ensure evidence of identity;
- b) the design and manufacture of standardized Machine Readable Travel Documents (MRTDs), especially ePassports, that comply with ICAO specifications defined in Doc 9303, *Machine Readable Travel Documents*;
- c) processes and protocols for document issuance by appropriate authorities to authorized holders, and controls to combat theft, tampering and loss;
- d) inspection systems and tools for the efficient and secure reading and verification of MRTDs at borders, including use of the ICAO Public Key Directory (PKD); and
- e) interoperable applications that provide for timely, secure and reliable linkage of MRTDs and their holders to available and relevant data in the course of inspection operations;

Whereas Member States require capacity to uniquely identify individuals and require tools and mechanisms available to establish and confirm the identity of travellers;

Whereas the ICAO Traveller Identification Programme (ICAO TRIP) strategy provides the global framework for achieving the maximum benefits of travel documents and border controls by bringing together the elements of the traveller identification management;

Whereas Member States of the United Nations have resolved, under Resolution 70/1 adopted on 25 September 2015 to adopt a 2030 Agenda for Sustainable Development that includes a set of 17 Sustainable Development Goals (SDGs) supported by 169 targets, the target 16.9 being to provide legal identity for all, including birth registration by 2030;

Whereas the United Nations Security Council, in Resolutions 1373 (2001), 2178 (2014) 2396 (2017), and 2482 (2019) decided that all Member States shall prevent the movement of terrorists or terrorist groups by effective border controls and controls on issuance of identity papers and travel documents, and through measures for preventing counterfeiting, forgery or fraudulent use of identity papers and travel documents;

Whereas the veracity and validity of machine readable travel documents (MRTDs) depends on the readability and protection of these documents, physical securities contributing to them, and electronic securities guaranteeing them;

Whereas the limitation of the number of possible civil status for a person depends on the documentation used to establish identity, confirm citizenship or nationality and assess entitlement of the passport applicant (i.e. breeder documentation);

Whereas the passport is the main official travel document that denotes a person's identity and citizenship and is intended to inform the State of transit or destination that the bearer can return to the State which issued the passport;

Whereas international confidence in the integrity of the passport is essential to the functioning of the international travel system;

Whereas the use of stolen blank passports, by those attempting to enter a country under a false identity, is increasing worldwide;

Whereas reporting promptly accurate information about stolen, lost or revoked travel documents issued by each Member State to the International Criminal Police Organization (INTERPOL) Stolen and Lost Travel Documents (SLTD) database is mandatory as per an Annex 9 — *Facilitation Standard*;

Whereas the security of traveller identification and border controls depends on a robust identification management system and the integrity of the travel document issuance process;

Whereas high-level cooperation among Member States is required in order to strengthen resistance to passport fraud, including forgery or counterfeiting of passports, use of valid passports by impostors, use of expired or revoked passports, and the use of fraudulently obtained passports;

Whereas Member States of the United Nations have resolved, under the Global Counter-Terrorism Strategy adopted on 8 September 2006, to step up efforts and cooperation at every level, as appropriate, to improve the security of manufacturing and issuing identity and travel documents and to prevent and detect their alteration or fraudulent use;

Whereas enhanced and intensified cooperation among Member States is required in order to combat and prevent identification and travel document fraud;

Whereas travel documents for refugees, as provided for in Article 28 of the 1951 Convention Relating to the Status of Refugees, and for stateless persons as provided in the 1954 Convention Relating to the Status of Stateless Persons, shall be issued to refugees or stateless persons lawfully staying on the States' territory, and as such are travel documents foreseen in two international treaties for persons benefitting from an internationally recognized status;

Whereas ICAO has set up the Public Key Directory (PKD) to assist in the authentication of electronic Machine Readable Travel Documents (eMRTDs) including ePassports, thereby strengthening their security and the integrity of border controls;

Whereas Member States request from ICAO programmes, technical assistance and capacity-building support in strengthening their traveller identification and border control management; and

Whereas cooperation on human trafficking matters among Member States and with the various national, regional, international parties and other stakeholders interested in this area, has brought benefits to procedures to combat trafficking in persons.

The Assembly:

1. *Urges* Member States, through their travel document and border control management, to uniquely identify individuals to maximize facilitation and aviation security benefits, including preventing acts of unlawful interference and other threats to civil aviation;
2. *Urges* Member States to implement rigorous processes and tools to safeguard the integrity and security of breeder documentation by notably applying evidence of identity principles, such as ensuring that identity exists and is living, the applicant links to identity and is unique to the system through the provision of confidence of the applicant's "social footprint" and check against agency records or by associating the record with one or more biometrics;
3. *Urges* Member States to intensify their efforts in developing and implementing a robust identification management system and safeguard the security and integrity of the travel document issuance process;
4. *Urges* Member States to intensify their efforts in establishing and implementing a solid verification system of the integrity of electronic Machine Readable Travel Documents (eMRTDs), in particular by authenticating their electronic signatures and verifying their validity;
5. *Requests* the Council to direct the Secretary General to maintain and update the ICAO TRIP Strategy Implementation Roadmap to assist Member States to uniquely identify individuals, and to enhance the security and integrity of their travel documents and border controls;
6. *Requests* Member States to intensify their efforts to safeguard the security and integrity of traveller identification and border controls, and to assist one another in these matters;
7. *Urges* those Member States that have not already done so, to issue machine readable passports in accordance with the specifications of Doc 9303;
8. *Reminds* Member States to ensure that non-machine readable passports are withdrawn from circulation;
9. *Urges* those Member States that have decided to issue eMRTDs to do so in accordance with the specifications of Doc 9303;

10. *Urges* Member States to ensure that when issuing travel documents for refugees and stateless persons, these travel documents are machine readable, in accordance with the specifications of Doc 9303;
11. *Reminds* Member States to establish controls to safeguard against the theft of blank travel documents and the misappropriation of newly issued travel documents;
12. *Urges* those Member States requiring assistance in building effective and efficient traveller identification and border control systems to contact ICAO without delay;
13. *Requests* the Council to ensure that specifications and guidance material contained in Doc 9303, Machine Readable Travel Documents, remain up to date in light of technological advances;
14. *Urges* Member States to reinforce their border control management processes as also required by the relevant United Nations Security Council resolutions, by implementing the related Annex 9 — *Facilitation Standards*.
15. *Calls* upon Member States to implement technological solutions aimed at enhancing security and facilitation of border controls while improving clearance procedures, such as the joint use of Automated Border Control (ABC) gates and the ICAO PKD when authenticating eMRTDs;
16. *Requests* the Council to continue to explore technological solutions aimed at enhancing security and facilitation of border controls while improving clearance procedures;
17. *Requests* the Council to continue the work on further strengthening the integrity of traveller identification and border controls management and enhancing security, and developing guidance material to assist Member States to further those objectives;
18. *Urges* the Council to explore ways of intensifying assistance and capacity-building support to Member States in the traveller identification and border control areas, including a proactive leadership role for ICAO in facilitating and coordinating such assistance in the international community;
19. *Urges* all Member States to join the ICAO PKD, upload relevant information from their own State to the PKD, and to use the information available from all States in the ICAO PKD to authenticate eMRTDs at border controls;
20. *Urges* those Member States that are not already doing so to promptly report accurate information about stolen, lost, and revoked travel documents issued by their State, to INTERPOL for inclusion in their Stolen and Lost Travel Document (SLTD) database;
21. *Calls* upon those Member States that are not already doing so to query, at entry and departure border control points, the travel documents of individuals travelling internationally against the INTERPOL Stolen and Lost Travel Documents (SLTD) database;
22. *Urges* Member States to establish efficient and effective mechanisms in order to implement submissions to, and queries of, the SLTD database.
23. *Urges* all Member States to issue machine-readable passports in accordance with Doc 9303 and to respect the implementation deadlines for the secondary document type indicator;
24. *Encourages* Member States issuing eMRTDs to ensure full compliance with ICAO standards and to incorporate digital travel credentials where feasible;
25. *Urges* all Member States issuing eMRTDs to deprecate Basic Access Control (BAC) and implement Password Authenticated Connection Establishment (PACE), as well as to update their facial

image encoding and to prepare inspection systems for decoding the new encoding at border control within the respective timelines;

26. *Urges Member States to establish among all involved stakeholders an efficient information-sharing and collaboration system in the prevention of human trafficking; and*

27. *Requests the Secretary General to continue to develop relevant guidance material on combatting trafficking in persons in order to support Member States in their implementation of the provisions of Annex 9 — *Facilitation* related to trafficking in persons.*

APPENDIX C

National and international action and cooperation on facilitation matters

Whereas there is a need for continuing action by Member States to improve the effectiveness and efficiency of clearance control formalities;

Whereas the establishment and active operation of national air transport facilitation programmes and facilitation committees is a proven means of effecting needed improvements;

Whereas cooperation on facilitation matters among Member States and with the various national, regional, and international parties, and industry interested in facilitation matters has brought benefits to all concerned;

Whereas such cooperation has become vital in the light of the proliferation of non-uniform passenger data systems that adversely affect the viability of the air transport industry, and the increasing requests by border control authorities for transfer of passenger data;

Whereas the threat of worldwide transmission of communicable diseases by means of air transport has increased in past years;

Whereas Annex 9 provides a framework for the facilitation of assistance to aircraft accident victims and their families, notably, Standard 8.43 obliging Member States to establish legislation, regulations and/or policies in support of assistance to aircraft accident victims and their families, and the Recommended Practice for aircraft and airport operators to develop appropriate plans to provide timely and effective assistance to aircraft accident victims and their families; and

Whereas cooperation on wildlife trafficking matters among Member States and with the various national, regional, and international parties, and other stakeholders interested in this area has brought benefits to procedures to combat wildlife trafficking;

The Assembly:

1. *Urges Member States to establish and utilize national air transport facilitation programmes and facilitation committees and adopt policies of cooperation on a regional basis among neighbouring States and to promote cross-border data-sharing agreements and public-private partnerships;*

2. *Urges Member States to participate in regional and subregional air transport facilitation programmes of other intergovernmental aviation organizations;*

3. *Urges Member States to take all necessary steps, to ensure the development of a National Air Transport Facilitation Programme, and the establishment of facilitation committees or other appropriate means, for:*

- a) ensuring timely and effective implementation of Annex 9 — *Facilitation* Standards and Recommended Practices;
- b) regularly calling the attention of all interested departments of their governments to the need for:
 - 1) making the national regulations and practices conform to the provisions and intent of Annex 9;
 - 2) working out satisfactory solutions for day-to-day problems in the facilitation field;
 - 3) promoting a Facilitation culture;
 - 4) coordination among all relevant agencies, departments of the State, including public health authorities and relevant stakeholders through the implementation of National Air Transport Facilitation Committees (NATFCs).
- c) taking the initiative in any follow-up action required; and
- d) ensuring that the appropriate coordination is in place for the effective implementation of the ICAO TRIP Strategy.

4. *Urges* Member States to encourage the study of facilitation problems by their national and other facilitation programmes and committees and to coordinate the findings of their committees on facilitation problems with those of other Member States with which they have air links;

5. *Urges* neighbouring and bordering Member States to consult one another about common problems that they may have in the facilitation field, whenever it appears that these consultations may lead to a uniform solution of such problems;

6. *Urges* Member States, aircraft operators and airport operators to continue to cooperate intensively as regards:

- a) identification and solution of facilitation problems; and
- b) developing cooperative arrangements for the prevention of illicit narcotics trafficking, illegal immigration, the spread of communicable diseases and other threats to national interests;

7. *Urges* Member States to call upon aircraft and airport operators and their associations to participate in electronic data interchange systems in order to achieve maximum efficiency levels in the processing of cargo traffic at international terminals;

8. *Urges* Member States to implement the provisions of Annex 9 to facilitate assistance to aircraft accident victims and their families, including ensuring that aircraft and airport operators develop appropriate plans to provide timely assistance to aircraft accident victims and their families, recognizing that airport operators' plans may form part of the aerodrome emergency plans required under Annex 14;

9. *Urges* Member States and aircraft and airport operators, in cooperation with interested international organizations, to make all possible efforts to speed up the handling and clearance of air cargo, while ensuring the security of the international supply chain;

10. *Requests* Member States to consider identifying and designating an appropriate authority or a relevant coordination mechanism for facilitation, and ensure that sustainable funding mechanisms and

corresponding human resources are available to support the implementation of facilitation provisions of Annex 9 and related activities;

11. *Requests* Member States to ratify and implement the Montréal Protocol 2014 and consider the recommendations in the ICAO Manual on the Legal Aspects of Unruly and Disruptive Passengers (Doc 10117);

12. *Urges* Member States to take measures, in cooperation with airport and aircraft operators, to promote passenger awareness of the unacceptability and possible legal consequences of unruly or disruptive behaviour at airports and on board aircraft to deter and prevent unruly and disruptive behaviour;

13. *Urges* Member States to take measures, in cooperation with airport and aircraft operators, to ensure that relevant personnel are trained to identify and manage unruly and disruptive passenger situations;

14. *Requests* Member States to ensure provision of assistance to persons with disabilities travelling by air and especially take steps to mitigate the barriers that limit the ability of the elderly and persons with disabilities in times of abnormal processes, such as during public health-related emergencies;

15. *Urges* Member States to ensure that airport facilities are adapted to the needs of persons with disabilities, that lifting systems and appropriate devices are made fully available, that designated points for the pick-up and drop-off of persons with disabilities are made available as close as possible to main entrances and/or exits of the terminal building and that adequate accessible parking facilities are provided for people with mobility needs, including during a public health emergency;

16. *Urges* Member States to ensure that airport services are made available that meet the needs of passengers with disabilities, including services for provision of flight service-related information to hearing and visually impaired persons;

17. *Urges* Member States to undertake dialogue and cooperation among national, regional and international border control and security-related bodies regarding their obligations towards Annex 9 — *Facilitation* and relevant United Nations Security Council resolutions;

18. *Requests* the Secretary General to ensure ICAO continues its work on border control management and security of travel documents in the fight against terrorism, and to strengthen its cooperation and collaboration with relevant United Nations (UN) agencies, such as UN Office of Counter-Terrorism (UNOCT) and UN Office on Drugs and Crime (UNODC); and

19. *Urges* Member States to establish among all involved stakeholders an efficient information-sharing and collaboration system in the prevention of wildlife trafficking.

APPENDIX D

Passenger Data Systems

Whereas there is a need for continuing action by Member States to improve the effectiveness and efficiency of clearance control formalities;

Whereas UN Security Council, in Resolution 2396 (2017), in welcoming ICAO's decision to establish a Standard under Annex 9 — *Facilitation*, regarding the use of Advance Passenger Information (API) systems by its Member States, and recognizing that many ICAO Member States have yet to implement this Standard, has decided, in paragraph 11, that in furtherance of paragraph 9 of resolution 2178 (2014) and the ICAO Standard, its Member States are, *inter alia*, to establish API systems and shall require airlines operating in their territories to provide API to the appropriate national authorities;

Whereas UN Security Council, also in resolution 2396, at paragraph 12, has decided that Member States shall develop the capability to collect, process and analyse, in furtherance of ICAO Standards and Recommended Practices, Passenger Name Record (PNR) data and to ensure PNR data is used by and shared with all their competent national authorities, with full respect for human rights and fundamental freedoms for the purpose of preventing, detecting and investigating terrorist offences and related travel, further calls upon Member States, the UN, and other international, regional, and subregional entities to provide technical assistance, resources and capacity building to Member States in order to implement such capabilities, and, where appropriate, encourages Member States to share PNR data with relevant or concerned Member States to detect foreign terrorist fighters returning to their countries of origin or nationality, or travelling or relocating to a third country, with particular regard for all individuals designated by the Committee established pursuant to resolutions 1267 (1999), 1989 (2011), and 2253 (2015);

Whereas the UN Security Council, in resolution 2482 (2019), has called upon Member States to implement obligations to collect and analyse API and develop the ability to collect, process and analyse, in furtherance of ICAO Standards and Recommended Practices, PNR data and to ensure PNR data is used by and shared with competent national authorities, with full respect for human rights and fundamental freedoms, which will help security officials make connections between individuals associated with organized crime, whether domestic or transnational, and terrorists, to stop terrorist travel and prosecute terrorism and organized crime, whether domestic or transnational, including by making use of capacity building programmes; and

Whereas the use of both API and PNR data as mentioned in the ICAO TRIP Strategy can also be employed for security purposes, adding an important layer to the international civil aviation system, in order to detect terrorists and prevent acts of unlawful interference well before the aircraft boarding process;

The Assembly:

1. *Urges* Member States to call upon aircraft operators offering international air transport services to participate in electronic data interchange systems by providing advance passenger information in order to achieve maximum efficiency levels in the processing of passenger traffic at international airports;
2. *Urges* Member States, in the use of electronic passenger data systems, to ensure that the passenger data requirements conform to international Standards adopted by relevant international organizations and United Nations agencies for this purpose, and to ensure the security, fair processing and safeguarding of such data with full respect for human rights;
3. *Requests* Member States to implement the Passenger Data Single Window facility that allows parties involved in passenger transport by air to lodge standardized passenger information (i.e. API, interactive API (iAPI) systems and/or PNR) through a single data entry point to fulfil all regulatory requirements relating to the entry and/or exit of passengers that may be imposed by various agencies of the State;
4. *Urges* Member States to assist and share best practices, as appropriate, with other Member States in the establishment of passenger data systems;
5. *Requests* Member States to consider the deployment of interactive API systems and to provide integrated pre-travel verification responses to aircraft operators related to immigration, security and public health requirements;
6. *Calls* upon Member States to support ICAO's work on the development of appropriate guidance material and implementation of Annex 9 PNR provisions; and
7. *Urges* Member States that have not already done so, to develop the capability to collect, process and analyse PNR data and to ensure that PNR data is used by and shared with their competent national

authorities, with full respect for human rights and fundamental freedoms for the purpose of preventing, detecting and investigating terrorist offences and related travel.

APPENDIX E

Global commitment to ensure that aviation delivers reliable, accessible and seamless mobility for all

Recalling the Facilitation Conference (FALC 2025) held on 14 to 17 April 2025 in Doha, Qatar, and the Ministerial Declaration (Doha Declaration) adopted on 17 April 2025;

Whereas implementation of the Standards and Recommended Practices in Annex 9 — *Facilitation* to the Convention on International Civil Aviation, 1944 is essential to facilitate the clearance of aircraft, passengers and their baggage, cargo and mail and manage challenges in border controls and airport processes to maintain the efficiency of air transport operations;

Recalling ICAO Assembly Resolutions A42-XX: *Consolidated statement of continuing ICAO policies, related to facilitation*, A42-XX: *Development and implementation of facilitation provisions — combatting human trafficking*, A42-XX: *Accessibility in International Civil Aviation*, A42-XX: *Assistance to victims of aviation accidents and their families*, A41-12: *Maintaining health and sustaining safe international air transport during public health emergencies affecting air travel*; and A41-11: *Declaration on air transport facilitation affirming global commitment to enable the safe and efficient recovery of aviation from the COVID-19 pandemic*, and to make aviation more resilient in the future, that enshrine the global commitment of Member States and ICAO to enhance air transport facilitation;

Emphasizing the need for Member States to support actively ICAO's efforts to improve air transport facilitation through voluntary contributions, including the secondment of staff, and to promote closer collaboration with national and international agencies, including immigration, border control, customs, and public health entities;

Whereas air transport facilitation is important to ensure a safe, secure and sustainable civil aviation sector;

Whereas the implementation of Facilitation Standards and Recommended Practices is essential to achieve global alignment and harmonization of passenger, crew, aircraft, and cargo processing;

Whereas engaging actively in international frameworks and decision-making for a is required in order to streamline and continually improve facilitation and traveller identification;

Acknowledging that air transport has an essential role in connecting people, facilitating trade, improving sustainable social, and economic development and consequently the quality of life, while ensuring that international civil aviation continues to contribute to the achievement of the relevant United Nations Sustainable Development Goals (SDGs);

Whereas humanitarian response in major crisis relies heavily on swift transportation aid and relief by air;

Acknowledging the ongoing work of ICAO in leading global efforts to standardize and improve air transport facilitation measures through the development of Annex 9, the ICAO Traveller Identification Programme (TRIP) Strategy, and the ICAO Public Key Directory (PKD) programmes, as well as through the establishment of technical specifications, policies, guidance material, capacity building and assistance, and collaboration with relevant international organizations;

Acknowledging the various specialized skillsets needed for air transport facilitation; and

Recognizing the importance of an effective crisis response framework for future public health-related crises that draws on relevant guidance, best practices, integrated risk management approaches, and lessons learnt from the COVID-19 pandemic to enable the international aviation community to rapidly respond to a public health-related crisis; and building resilience to future similar outbreaks.

The Assembly:

1. *Requests* Member States to strengthen mechanisms for establishing robust partnerships with immigration and border control agencies, customs, public health authorities and all stakeholders involved in the management of border crossing in order to foster a unified and comprehensive approach to air transport facilitation;
2. *Requests* Member States to develop a strategic, prioritized, forward-looking vision that addresses emerging trends, technological advancements, and global imperatives such as seamless movement of people and goods, inclusivity and sustainability;
3. *Urges* Member States to actively engage in the development of relevant international legal and administrative frameworks that support the evolving needs of international civil aviation and facilitation, particularly in the areas of civil registration, digital identity, biometric recognition, advance passenger information, passenger name record data, and seamless passenger and crew processing;
4. *Requests* Member States to consider sustainable funding mechanisms that ensure the long-term viability of facilitation programmes and the continuous improvement of air transport;
5. *Requests* Member States to actively engage in activities and take measures that support the achievement of the relevant United Nations Sustainable Development Goals (SDGs);
6. *Urges* Member States to work closely to support the value and importance of ICAO's 'No Country Left Behind' strategic goal that aims to help States and provide expertise and resources through the provision of targeted and effective air transport facilitation assistance and capacity-building to States in need;
7. *Urges* Member States to give humanitarian missions the maximum access to airspace and airports;
8. *Requests* the Council to review and enhance the ICAO provisions to facilitate the operations of humanitarian flights;
9. *Urges* Member States and ICAO to prioritize the inclusion and accessibility of air transport services to persons with visible and non-visible disabilities and reduced mobility by ensuring their involvement in decision-making processes, ensuring multi-stakeholder cooperation and civil society engagement, fostering data collection and sharing, and advancing standardized personnel training, among other efforts in order to achieve a disability-inclusive air transport system;
10. *Urges* Member States to take measures to ensure that procedures in place to combat trafficking in persons are based on a comprehensive policy and include reporting systems and relevant competent authorities' points of contact, and to recommend appropriate training of airport and aircraft operators' personnel in direct contact with the travelling public;
11. *Requests* Member States to improve passenger travel experience and cargo facilitation by enhancing efficiency of the movement of aircraft, passengers, crew and cargo;
12. *Requests* Member States to promote interoperability in all passenger processing efforts, whether involving manual or automated processes or some combination thereof;

13. *Urges* Member States to take measures and or actions to address air transport Facilitation issues related to refugees and stateless persons by partnering with national and international human rights institutions;

14. *Urges* Member States to take measures to collaboratively improve the handling of inadmissible persons situations between national authorities and the airline industry, and in accordance with Annex 9 provisions;

15. *Urges* Member States to take a strategic, proactive and collaborative approach to the implementation of innovative technologies that can improve all aspects of air transport facilitation, including border control, by ensuring that endorsed technologies are properly implemented, generalized and used across all aspects of Facilitation, to enhance processes related to passengers, crew, aircraft, cargo and mail, and by considering the adoption and integration of innovative technologies that address existing Facilitation challenges;

16. *Reminds* Member States to encourage robust partnerships with immigration and border control agencies, customs, public health authorities to optimize the efficiency and effectiveness of the flow of passengers and goods;

17. *Requests* Member States to focus on recruitment and training efforts;

18. *Urges* Member States to work to attract the next generation of facilitation professionals while promoting policies and initiatives that enhance diversity, equity, and inclusion, including efforts to bridge the gender gap within the aviation industry;

19. *Requests* the Council to strengthen ICAO's leadership role in the ongoing implementation and evolution of the ICAO Traveller Identification Programme (TRIP) Strategy, including the development of advanced technical specifications for travel documents and digital credentials ensuring data interoperability, and mechanisms for their efficient validation;

20. *Requests* the Council to support the ICAO Public Key Directory (PKD) and its active use internationally, advocating for its use in both governmental and private sectors to provide the foundation for the verification of travel documents and related digital credentials globally;

21. *Urges* Member States to work collaboratively with the public health sector and relevant stakeholders to develop a national aviation plan in preparation for the outbreak of a communicable disease posing a public health risk, ensuring that air transport can continue safely and efficiently in all circumstances; this plan should be developed in line with the World Health Organizations' International Health Regulations;

22. *Urges* Member States to communicate public health-related entry requirements to the travelling public and all stakeholders in the aviation community in a timely manner, and regularly assess the possibility of eminent public health threats and promptly apply contingency measures; and

23. *Urges* Member States to actively engage in the activities of the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA); and.

24. *Declares* that this Resolution supersedes Resolution A41-17.

Annex 9 — Facilitation

12.7 In WP/323, Canada, co-sponsored by IATA and the International Federation of Air Line Pilot Associations (IFALPA), highlighted challenges relating to the limited issuance of Crew Member Certificates (CMCs) and called for stronger collaboration between ICAO's Aviation Security, Cybersecurity, and Facilitation Panels to balance border security with travel efficiency, consistent with the Doha Declaration. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of relevant technical bodies, for further study and a proposed way forward.

12.8 In WP/460, Colombia, supported by 15 Member States of the Latin American Civil Aviation Commission (LACAC), shared its experience regulating the air transport of pets, emotional support animals, and service dogs, proposing this experience as a basis for recommendations to States to promote standardization. Highlighting rising pet ownership and demand, the paper stressed the need for SARPs ensuring safe, efficient, and passenger-focused transport. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of relevant technical bodies, for further study and a proposed way forward.

12.9 In WP/461 (Rev.1), Colombia, supported by 14 LACAC Member States, and co-sponsored by the International Business Aviation Council (IBAC), outlined disaster-response challenges and proposed regulatory provisions and cooperation mechanisms to facilitate the rapid movement of aircraft, crews, and personnel. It also emphasized the need for information systems enabling States to identify assistance sources, with ICAO Regional Offices supporting a dedicated platform for that purpose. The Committee recommends the Assembly refer the actions contained in the paper to the Council, with contributions of relevant technical bodies, for further study and a proposed way forward.

12.10 In WP/466, the Dominican Republic, supported by 18 LACAC Member States, reported on its adoption of a comprehensive National Facilitation Programme (NATFP), supported by regulations, a technical inspection manual, and a National Facilitation Committee for interagency coordination. Highlighting challenges States are facing in implementing Annex 9, it proposed ICAO recognize this model as a benchmark. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of relevant technical bodies, for further study and a proposed way forward, taking into consideration the Dominican Republic's experience as an example of replicable best practices.

12.11 In WP/104 (Rev.1), Saudi Arabia, co-sponsored by Singapore, emphasized the need to enhance and upgrade passenger experience optimizing existing airport capacity amid rising passenger traffic, while noting constraints on delivering new infrastructure. It proposed that States establish Operational Performance Review Systems using quantitative metrics, complemented by a Facilities-and-Services Evaluation to maintain quality and that ICAO, as a first step, compile from States current best practices. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of relevant technical bodies, for further study and a proposed way forward.

12.12 In WP/105, Saudi Arabia, supported by Singapore, outlined its coordinated approach between health and civil aviation authorities to safeguard travellers and personnel, supported by surveillance centres at international airports and continuous capability improvements. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of relevant technical bodies, for further study and a proposed way forward.

12.13 In WP/386, Saudi Arabia emphasized aviation's role in humanitarian response, noting obstacles such as fragmented access, delayed clearances, and inconsistent charges that hinder timely operation of relief flights. It proposed the establishment of a task force to review existing provisions to expedite aid transport. The Committee recommends that the Assembly to refer action (c) to the Council,

with contributions of relevant technical bodies, for further study and a proposed way forward, and adopt the Resolution 12/2, to supersede Assembly Resolution A41-13.

12.14 In WP/156, the United States highlighted inconsistent treatment of air crew during COVID-19, which caused unsafe conditions and operational inefficiencies. It recalled the Assembly's call for harmonized standards and notes the significant progress made by the Facilitation Panel's Working Group on Annex 9 (WGA9) in drafting new provisions. The Committee recommends that the Assembly support the proposal and refer the actions contained in the paper to the Council, with contributions of relevant technical bodies, for further study with the objective to finalize work on harmonized crew treatment standards.

12.15 In WP/161, the United States reviewed Annex 9 SARPs on inadmissible persons and deportees requiring States to issue repatriation documents within 30 days. It noted widespread non-compliance and argued the timeline is outdated given modern technology. Some States noted that the proposed reduction in the timeframe for the issuance of repatriation documents, from 30 to 7 days, could be unrealistic in practice and may present challenges in implementation for the developing countries. One State mentioned that there is a need first of all, to research appropriate technologies before taking definitive steps. The Committee recommends that the Assembly to refer the actions contained in the paper to the Council, with contributions of relevant technical bodies, for further study and a proposed way forward.

12.16 In WP/372, Uruguay, supported by 19 LACAC Member States, reviewed South America's progress in addressing disruptive and unruly passengers, including the meeting that took place in Brazil in 2024 where the European Union Aviation Safety Agency (EASA) shared relevant EU-level initiatives. It further noted the draft resolution developed by the Group of Experts on Policy, Economics and Legal Matters in Air Transport's (GEPEJTA). Some delegations suggested that the actions related to unruly passengers should also focus on the behaviour inside the aircraft. The Committee recommends that the Assembly endorse the proposed actions a) and b) contained in the paper.

12.17 In WP/285, IATA, IFALPA, the International Transport Workers' Federation (ITF), and the International Air Cargo Association (TIACA) emphasized the need to expedite crew movement across borders to support efficient air transport. The paper argued that while Annex 9 mandates visa-free entry for crew with CMCs, recognition remains limited, with many States relying on alternative documents. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of relevant technical bodies, for further study and a proposed way forward, taking into consideration the technological development in digital credentials.

12.18 In WP/439 (Rev.1), the International Atomic Energy Agency (IAEA) stressed the importance of reliable air transport for radioactive material, particularly short-lived radiopharmaceuticals vital for cancer diagnosis and treatment. Despite a robust international regulatory framework, denials and delays persist. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of relevant technical bodies, for further study and a proposed way forward.

12.19 The Committee noted information papers WP/563 and WP/564 presented by China, WP/247 presented by Cuba, WP/509 presented by Italy, WP/450 presented by South Africa, and WP/302 presented by IATA.

Resolution 12/2: Strategy on disaster risk reduction and response mechanism in aviation

Whereas Article 44 of the Convention on International Civil Aviation states that among the aims and objectives of ICAO are to foster the planning and development of international air transport so as to meet the needs of the people of the world for safe, regular, efficient and economical air transport;

Whereas the General Assembly of the United Nations endorsed the Sendai Declaration and the Sendai Framework for Disaster Risk Reduction 2015–2030 adopted by the Third United Nations World Conference on Disaster Risk Reduction;

Whereas humanitarian response in major crisis relies heavily on swift transportation aid and relief by air;

Mindful that natural disasters damage the social and economic infrastructure of all countries, and the long-term consequences of natural disasters are especially severe for developing countries and hamper their sustainable development;

Mindful that States are primarily responsible for the prevention and reduction of disaster risk and any response undertaken by the Organization should be guided by, and in concert with, the State(s) affected;

Recognizing that Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft*, Annex 9 — *Facilitation*, Annex 11 — *Air Traffic Services*, Annex 14 — *Aerodromes* and Annex 19 — *Safety Management* provide Standards and Recommended Practices (SARPs) for States relating to emergency planning and response, as well as border control formalities relating to relief flights following natural or man-made disasters;

Recognizing that disaster risk reduction is an important function of the United Nations System and should receive continued attention, and stressing the need for the international community to demonstrate the firm political determination required to utilize scientific and technical knowledge to reduce vulnerability to natural disasters and environmental hazards, taking into account the particular needs of developing countries;

Recognizing that all States have a vital need for disaster-resilient aviation infrastructure to promote socio-economic development and, in times of need, to support the timely and efficient distribution of aid;

Recognizing that all States can benefit from integrating disaster risk reduction strategies into their Air Transport Sector Strategic Plans; and

Recognizing that there is a need to coordinate at the most appropriate level the political and operational response to natural or man-made disasters reaching a regional or global scale;

The Assembly:

1. *Urges* States to recognize the significant role of aviation in the context of disaster risk reduction at the national level, including in their Air Transport Sector Strategic Plans;
2. *Urges* States to take into consideration the disaster risk reduction priorities as contained in the Sendai Framework for Disaster Risk Reduction 2015–2030, as well as the best practices of Member States, in the development of their State emergency response plans, as well as in the emergency response plan requirements for aviation service providers;
3. *Directs* the Council to establish a crisis response policy and disaster risk reduction strategy in aviation that would institutionalize and guide the Organization's strategic approach and tactical responses to aviation-specific crises that could affect the safety or continuity of international civil aviation;
4. *Directs* the Council to assist States in implementing disaster risk reduction strategies in aviation with priority given to Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS);

5. *Instructs* the Secretary General to establish an ICAO network of crisis coordination structures and associated coordination mechanisms, and an arrangement between ICAO, regions, States and industry supporting coordinated political and operational crisis response and assistance at the most appropriate level;
6. *Instructs* the Secretary General to continue working collaboratively within the United Nations System to ensure timely, coordinated and high-quality assistance to all States where disaster losses pose a threat to people's health and development; and
7. *Instructs* the Secretary General to ensure that ICAO participate, when applicable and in alignment with its Strategic Objectives, in appropriate mechanisms put in place to support the cross-sectorial implementation of the Sendai Framework for Disaster Risk Reduction 2015–2030 and the United Nations Plan of Action on Disaster Risk Reduction for Resilience.
8. *Urges* Member States to give humanitarian missions the maximum access to airspace and airports;
9. *Requests* the Council to review and enhance the ICAO provisions to facilitate the operations of humanitarian flights; and
10. *Declares* this Resolution supersedes Assembly Resolution A41-13.

ICAO Traveller Identification Programme (TRIP) Strategy and ICAO Public Key Directory (PKD)

12.20 In WP/475, Argentina, supported by multiple LACAC States, outlined the benefits of ICAO's PKD and the use of electronic passports (ePassports) in improving border security and efficiency, while noting challenges such as technical barriers, interoperability, and irregular certificate updates. The Committee recommends that the Assembly refer the implementation and capacity building related actions contained in the paper to the Council, with contributions of the relevant expert groups, for further study and a proposed way forward.

12.21 In WP/325 (Rev.1), Airports Council International (ACI), co-sponsored by Kazakhstan, highlighted projected passenger traffic growth to 18.7 billion by 2045 and stressed the role of digital identity and biometrics in addressing congestion and enhancing security and passenger experience. It called on Member States to coordinate their internal policies and processes, on ICAO to accelerate the development of Digital Travel Credentials (DTCs), and invited Member States and ICAO to actively engage with relevant industry bodies to focus on the implementation of digital identity management and biometric systems. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of the relevant technical bodies, such as the Technical Advisory Group on TRIP (TAG/TRIP), for further study and a proposed way forward.

12.22 The Committee noted information papers: WP/286 presented by Kazakhstan, WP/397 presented by Saudi Arabia, WP/357 presented by Thailand and WP/186 presented by Uruguay.

Accessibility in International Civil Aviation

12.23 In WP/447, Colombia, supported by 14 LACAC Member States, shared its regulatory framework on transporting pets, emotional support animals, and service dogs, proposing it as a reference for recommendations to other States to promote standardization. The paper stressed adopting SARPs to

ensure safety, comfort, and accessibility while maintaining operational efficiency. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of relevant technical bodies, for further study and a proposed way forward.

12.24 In WP/184, Denmark, on behalf of the European Union (EU), European Civil Aviation Conference (ECAC) States, and co-sponsored by Australia, Canada, Japan and ACI, proposed strengthening global aviation's commitment to accessibility, recalling Resolution A41-15 on dignity and non-discrimination. The Committee recommends that the Assembly adopt the Resolution 12/3 to supersede Assembly Resolution A41-15 and refer action (b) contained in the paper to the Council, with contributions of the relevant technical bodies, for consideration alongside its ongoing work.

12.25 In WP/471, the Dominican Republic, supported by 18 LACAC Member States, and co-sponsored by ACI, proposed a regional strategy for universal accessibility in civil aviation, aligning with the United Nations Convention on the Rights of Persons with Disabilities, Annex 9 — *Facilitation*, Assembly Resolution A41-15, and Doc 9984, *Manual on Access to Air Transport by Persons with Disabilities*. It emphasized accessibility as a human rights and sustainable development priority. The Committee recommends that the Assembly endorse the proposed actions contained in the working paper.

12.26 In WP/416, Uruguay, supported by 19 LACAC Member States, presented a report on defining disability, outlining a regulatory approach, and providing statistical data to better understand the global situation of persons with disabilities. The Committee recommends that the Assembly endorse the proposed actions contained in the working paper.

12.27 In WP/354, IATA, co-sponsored by ACI, highlighted the growing population of elderly persons and those with disabilities, stressing the need for disability-inclusive air transport. Recalling Resolution A41-15, it urged harmonized regulations, standards, and procedures to improve accessibility. The Committee recommends that the Assembly endorse the proposed actions contained in the working paper.

12.28 In WP/264, the International Partners for Aviation Development, Innovation and Sustainability (iPADIS) refers to Resolution A41-15, stressing accessibility as a social and business priority. It presented the three-pillar “Accessible Air Travel for All” strategy (Accessibility Evaluation and Promotion for Air Travel and Tourism (ACCEPT), Model Policy and Guidance on Accessibility (MPGA), Technical and Training Support (TTS)), supporting priorities in A42-WP/15 and Appendix E. It called for stronger coordination, engagement, training, and capacity building. The Committee recommends the Assembly endorse actions (a), (b), and (c) contained in the paper and adopt the amendment to Appendix E of the draft Resolution presented in A42-WP/15.

12.29 In WP/433, the Latin American Association of Air and Space Law (ALADA) presented a multidimensional perspective on passenger vulnerability in Latin America, focusing on travellers with disabilities or reduced mobility. It emphasized that disability, whether temporary or permanent, requires special accommodations, and provided a regulatory overview of disability in international civil aviation. The Committee recommends the Assembly endorse the proposed actions contained in the working paper.

12.30 The Committee noted information papers: WP/509 presented by Italy, WP/555 presented by Ethiopia, WP/299 presented by Kazakhstan, WP/130 presented by Saudi Arabia, WP/526 presented by the United Kingdom, and WP/488 presented by the International Coordinating Council of Aerospace Industries Associations (ICCAIA).

Resolution 12/3: Accessibility in International Civil Aviation

Whereas persons with disabilities and reduced mobility form a large and growing proportion of the world's population;

Whereas the United Nations (UN) Convention on the Rights of Persons with Disabilities and its Optional Protocol promotes, protects and ensures the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, including freedom of movement and freedom of choice;

Recalling the UN Disability Inclusion Strategy, which provides the foundation for sustainable and transformative progress on disability inclusion through all pillars of work of the United Nations;

Recalling that the UN Resolution A/RES/76/154 adopted by the General Assembly in 2021 recognized the importance of accessibility for persons with disabilities in all aspects of life and the need to identify and eliminate prejudice, discrimination, obstacles and barriers that limit the access of persons with disabilities to the physical environment, to transportation, to information and communications;

Noting with concern that, despite these instruments and undertakings, persons with disabilities and reduced mobility continue to face barriers in their participation as equal members of society, including barriers to their free movement;

Acknowledging that the aviation community needs to accommodate the growing demand in the aviation sector for services for persons with visible and invisible disabilities, as well as persons with reduced mobility and ageing populations, and that evolving societal trends are reshaping the nature and prevalence of accessibility needs;

Recognizing the importance of government and industry working together to support the travel needs of persons with disabilities and reduced mobility while prioritizing safety in all circumstances;

Affirming that diversity and social inclusion are concepts that are essential to the sustainable growth of international civil aviation;

Recognizing the essential nature of air transport services and the need to provide equal access to such services for all passengers;

Also acknowledging that digitization and innovation are creating new opportunities as well as new challenges for persons with disabilities, with reduced mobility and aging populations;

Reemphasizing the relevant Standards and Recommended Practices contained in Annex 9 — *Facilitation* as well as the procedures and principles contained in Doc 9984 – *Manual on Access to Air Transport by Persons with Disabilities*;

The Assembly:

1. *Resolves* that dignity and non-discrimination are universal rights that apply to all persons, including persons with disabilities and persons with reduced mobility travelling by air;

2. *Requests* the Council to:

- a) ensure that ICAO exercise continuous leadership on sustainability, including the social sustainability imperatives of inclusion and accessibility;
- b) develop an effective strategy and work programme on accessibility for passengers with disabilities and reduced mobility, including actions to monitor the impact on the aviation sector of societal and demographic changes and assess their impact on the provision of

accessibility services, with the aim of future-proofing these services, in order to reach for a disability inclusive air transport system in cooperation with all the stakeholders;

- c) ensure that Annex 9 — *Facilitation* SARPs recognize the essential nature of accessible services for persons with disabilities and reduced mobility and support the continued development of such services in line with evolving accessibility needs;

3. *Urges* Member States to prioritize the inclusion and accessibility of air transport services to persons with disabilities and reduced mobility;

4. *Encourages* all Member States to strive for uniformity in their air transport accessibility regulations, standards and procedures, to the greatest extent practicable, and to work closely with disability groups and other relevant stakeholders;

5. *Encourages* Member States to ensure that the transport sector coordinates its approach with the industry and civil society in order to deliver accessible end-to-end services to persons with disabilities and reduced mobility, and to work closely with disability groups and other relevant stakeholders; and

6. *Encourages* Member States to support ICAO activities with resources, both financial and in-kind, to ensure a successful implementation of agreed measures to support air transport of persons with disabilities and reduced mobility.

7. *Declares* that this Resolution supersedes Resolution A41-15.

Assistance to Aircraft Accident Victims and their Families

12.31 In WP/16, the Council reviewed the progress achieved since Resolutions A39-27, A40-16, and A41-14 in supporting assistance to aircraft accident victims and families (AAAVF), including implementation of 30 AAAVF 2021 recommendations and outcomes of AAAVF 2024. It outlined ongoing actions, gaps, and 2026–2028 priorities. The Committee recommends that the Assembly endorse the programme, urge stronger implementation by stakeholders, and adopt the Resolution 12/4 to supersede Assembly Resolution A41-14.

12.32 In WP/59, Qatar stressed the need for preparedness in assisting aircraft accident victims and families, noting consequences of inadequate readiness and persistent State challenges. It proposed actions to address low compliance with Universal Safety Oversight Audit Programme (USOAP) Protocol Questions on AAAVF, including surveys, participation, and regional strategies. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of the relevant technical bodies, for further study and a proposed way forward.

12.33 In WP/290, the Air Crash Victims Families' Federation International (ACVFFI), co-sponsored by Kazakhstan, proposed strengthening the organization of future AAAVF symposia, recalling commitments under Resolutions A39-27, *Assistance to victims of aviation accidents and their families*, A40-16, *Consolidated statement of continuing ICAO policies related to facilitation*, and A41-14, and contributions of AAAVF 2021 and 2024. The Committee recommends that the Assembly note ICAO's existing policy framework for symposia, request the Council to continue promoting broad stakeholders' engagement, and encourage convening AAAVF symposia consistent with ICAO procedures, relevant Council decisions and the Host State Agreements.

Resolution 12/4: Assistance to victims of aviation accidents and their families

Having considered that, even though international air transport is the safest means of transportation, the total elimination of serious accidents cannot be guaranteed;

Whereas the actions of the State of Occurrence should address the most critical needs of persons affected by a civil aviation accident, including to ensure that each aircraft or airport operator develop and implement a comprehensive family assistance plan, and recalling the inclusion, in 2005, of provisions in Annex 9 to enable expeditious entry into the State in which an accident occurs for family members of victims of aircraft accidents;

Whereas the policy of ICAO should be to ensure that the mental, physical, and spiritual well-being of victims involved in civil aviation accidents and their families are considered and accommodated by ICAO and its Member States, including the establishment of national victim support networks;

Whereas it is essential that ICAO and its Member States recognize the importance of timely notification of family members of victims involved in civil aviation accidents; the prompt recovery and accurate identification of victims; the return of the victims' personal effects; and the dissemination of accurate information to family members;

Recognizing the role of Governments of nationals, who are victims of civil aviation accidents, in notifying and assisting families of the victims;

Recalling the provision of Article 28 of the Montreal Convention of 1999 (*Convention for the Unification of Certain Rules for International Carriage by Air*) as well as Resolution No. 2 adopted by the Montreal Conference, which called for the provision of advance payments, without delay, to aircraft accident victims, and their families and acknowledging that lack of universal ratification of the Montreal Convention hinders improved and standardized compensation regimes, and emphasizing the need for universal ratification and implementation of the Montreal Convention of 1999;

Recalling the adoption of Amendment 29 to ICAO Annex 9 — *Facilitation* which has elevated Recommended Practice 8.46 to Standard 8.47, thus obliging States to establish legislation, regulations and/or policies in support of assistance to aircraft accident victims and their families;

Recognizing the importance of the Council's decision to officially designate 20 February as the International Day for Commemorating Air Crash Victims and their Families in remembering the victims and expressing solidarity with their families, as well as continuing to enhance aviation safety and prevent such tragedies from happening in the future;

Acknowledging the approval by the Council of the *ICAO Policy on Assistance to Aircraft Accident Victims and their Families* (Doc 9998) in March 2013 and the issuance of the *Manual on Assistance to Aircraft Accident Victims and their Families* (Doc 9973) in December 2013;

Acknowledging that a review of the electronic filing of differences (EFOD) system compliance checklist (CC) has indicated a low implementation rate of Annex 9 Standards and Recommended Practices (SARPs), and urging Member States to increase frequency of reporting to improve compliance;

Whereas it is essential that support be provided to family members of victims of civil aviation accidents, wherever the accident may occur, and any lessons learned from support providers, including effective procedures and policies, be promptly disseminated to other Member States and ICAO to improve States' family support operations;

Considering that harmonization of the regulations for dealing with the needs of victims of civil aviation accidents and their families is also a humanitarian duty and a permissive function of the ICAO Council contemplated in Article 55 (c) of the Chicago Convention, and recognizing the need for enhanced information-sharing mechanisms and training resources for States and operators to conduct thorough risk assessments and implement mitigation strategies;

Considering that States should provide a homogeneous solution for treatment of victims of civil aviation accidents and their families;

Recognizing that the air carrier involved in a civil aviation accident is often best situated to assist families in the immediate aftermath of the accident;

Acknowledging the outcomes of the ICAO Symposium on Assistance to Aircraft Accident Victims and their Families (AAAVF 2021), including the 30 recommendations encapsulated in the Symposium report;

Recalling the useful initiatives of the Air Crash Victims' Families' Federation International (ACVFFI) in assisting family members of victims;

Noting that family members of victims of a civil aviation accident, irrespective of where the accident occurs or the national origin of the victims, express certain fundamental human needs and emotions; and

Recognizing that public attention will continue to focus on States' investigative actions, as well as the human interest aspects of a civil aviation accident;

The Assembly:

1. *Calls on* Member States to reaffirm their commitment to support victims of civil aviation accidents and their family members and to ensure that each aircraft or airport operator develop and implement a comprehensive family assistance plan;

2. *Urges* Member States to establish legislation, regulations and/or policies to support victims of civil aviation accidents and their family members, as mandated by ICAO Annex 9 Standard 8.47, and pursuant to Article 28 of the Montreal Convention 1999 and Resolution No. 2 adopted by the Montreal Conference;

3. *Encourages* States that have legislation, regulations and/or policies to support civil aviation accident victims and their families to review these documents, as necessary, in consideration of the ICAO Policy in Doc 9998 and of the guidance material in Doc 9973;

4. *Urges* Member States to regularly report to ICAO, through the compliance checklist (CC) in the electronic filing of differences (EFOD) system regarding their level of implementation of Annex 9 provisions associated with family assistance plans, and to increase transparency and frequency of reporting to improve compliance;

5. *Urges* Member States to recognize 20 February as the International Day for Commemorating Air Crash Victims and their Families and conduct national commemorations relevant to their citizens impacted by civil aviation tragedies;

6. *Urges* Member States which have not already done so, to ratify and implement the Montreal Convention of 1999;

7. *Welcomes* the recommendations of the Symposium and directs the Council to incorporate into the next triennium Business Plan those Symposium recommendations that require further consultation with

expert groups, and in particular to support capacity-building needs of Member States, including enhanced training and resources for conflict zone risk mitigation;

8. *Directs* the Council to actively and timely follow-up on the relevant ICAO expert groups regarding those recommendations emanating from the Symposium as required;

9. *Directs* the Council, when considering the extent of the level of implementation of family assistance plans, to give further consideration to the development of Standards and Recommended Practices to support victims of civil aviation accidents and their family members, including provisions for timely notification, and dissemination of accurate information to family members; and

10. *Declares* that this resolution supersedes Resolution A41-14.

Facilitation Oversight and Capacity Building in Facilitation

12.34 In WP/320, Saudi Arabia stressed that Annex 9 — *Facilitation*, enshrined in the Chicago Convention, obliges States to minimize delays through compliance with border clearance Standards and Recommended Practices (SARPs). Despite adoption in 1949, implementation has lagged behind safety and security. It proposed National Oversight Frameworks and an Oversight Manual. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with the contributions of the relevant technical bodies, for further study and a proposed way forward, taking into consideration in particular, resource requirements and work prioritization.

12.35 In WP/244, the United Arab Emirates presented the “Year of Facilitation (FAL2024)” initiative, promoting capacity building through training and assistance to strengthen global compliance. It recalled the Facilitation Panel’s creation of the Working Group on Facilitation Capacity Building to develop a global strategy. The Committee recommends that the Assembly endorse the actions contained in the paper.

12.36 In WP/158, the African Civil Aviation Commission (AFCAC), on behalf of 54 African States, presented Angola’s legal framework for certifying Facilitation inspectors and instructors, highlighting how a national approach strengthens Annex 9 implementation. It encouraged States to adopt similar models. The Committee recommends that the Assembly urge States to implement national facilitation programmes, note the model presented by Angola for reference, and refer action (c) to the Council, with contributions of the relevant technical bodies, for further study and a proposed way forward.

12.37 In WP/127, AFCAC, on behalf of 54 African States, emphasized the role of passenger data systems (Advance Passenger Information (API) and Passenger Name Record (PNR)) for border security and facilitation, proposing a Global Assistance Framework. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of the relevant technical bodies, for further study and a proposed way forward, encourage State cooperation, capacity building, and partnerships, and urge the Council to direct the Secretary General to promote regional cooperation, update funding information, and foster cost-effective solutions.

12.38 The Committee noted information papers WP/128 and WP/356 presented by Saudi Arabia.

Trafficking in Persons and Irregular Migration

12.39 In WP/185, Denmark, on behalf of the EU and its Member States, ECAC Member States, and co-sponsored by Australia, Japan, and IBAC, addressed the use of commercial air transport for irregular migration, including by migrant smuggling networks exploiting visa-free regimes and apparent labour migration opportunities. It stressed stronger State–industry cooperation, implementation of Doc 10171, *Manual on a Comprehensive Strategy for Combating Human Trafficking in the Aviation Sector*, and possible amendments to Annex 9 and Doc 10184, *Assembly Resolutions in Force (as of 7 October 2022)*. Member States overall recognized the importance of addressing this issue and reaffirmed their strong commitment to international cooperation and to combatting human trafficking and migrant smuggling. One Member State and some international organizations expressed concerns regarding the reference to linkages between human trafficking and migrant smuggling which are highly complex and multidimensional and therefore must be subjected to the existing multilateral framework on human rights and migration, in close coordination with the relevant United Nations bodies. Some international organizations raised some concerns about expectations placed on aircraft and airport operators that could introduce new responsibilities in addressing the use of air transport for irregular migration. The Committee noted a broad support for the paper. To address the use of air transport for irregular migration, the Committee also recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of the relevant technical bodies, and in consultation with relevant United Nations agencies, for further study and a proposed way forward in a timely manner.

12.40 In WP/469, the Dominican Republic, supported by 17 LACAC Member States, highlighted trafficking in persons as a transnational crime affecting 25 million victims, with aviation as a key facilitator. It noted ICAO's instruments but stressed uneven implementation due to their non-binding nature. The Committee recommends that the Assembly endorse the proposed actions and note that Annex 9 provisions 8.49 and 8.50 were already upgraded to Standards in Amendment 30 to the Annex, which became applicable 11 July 2025.

12.41 In WP/276, Jamaica highlighted the rise of migrant smuggling via non-scheduled operators and general aviation, often lacking passenger data. It called for updates to Annex 9 and Doc 9626, *Manual on the Regulation of International Air Transport*, stronger risk assessments, and possible expansion of API and PNR requirement to general aviation. The Committee recommends that the Assembly refer action (a) contained in the paper to the Council, with contributions of the relevant technical bodies, for further study and a proposed way forward, and urge States to work with competent authorities, and encourage regional and global cooperation against migrant smuggling.

12.42 In WP/449, Mexico highlighted growing migrant smuggling by air and its impact on security and migration systems. It urged recognition as a global issue and requested Council analysis of State practices, cooperation, and possible guidance or SARPs, alongside capacity-building under the *No Country Left Behind* (NCLB) initiative. The Committee recommends that the Assembly refer the actions contained in the paper to the Council, with contributions of the relevant technical bodies, for further study and a proposed way forward.

12.43 In WP/182, the United States emphasized human trafficking as a global crime affecting 27.6 million people, underscoring aviation's role in prevention and mitigation. It recalled Resolution A41-16 on combatting trafficking. The Committee noted that the existing Assembly Resolution A41-16 – *Development and implementation of facilitation provisions – combatting human trafficking* addresses the issue of combatting human trafficking. Therefore, the Committee agrees that the Resolution outlined in the Appendix of the working paper should be incorporated into Resolution A41-16 and recommends that the Assembly adopt Resolution 12/5 to supersede Resolution A41-16.

12.44 The Committee noted information papers: WP/402, presented by Saudi Arabia, and WP/414, presented by the United States.

Resolution 12/5: Development and implementation of facilitation provisions — combatting human trafficking

Whereas the Protocol to Prevent, Suppress and Punish Trafficking in Persons Especially Women and Children, supplementing the United Nations Convention against Transnational Organized Crime, adopted in November 2000 by the United Nations General Assembly and entered into force on 25 December 2003, provides an international framework and is ratified by a majority of countries;

Whereas the joint ICAO and United Nations Human Rights Office of the High Commissioner Circular 352 on Guidelines for Training Cabin Crew on Identifying and Responding to Trafficking in Persons released in May 2018 underscores the important role of international aviation in combatting human trafficking;

Whereas training customer-facing employees and other aviation personnel to identify and respond to suspected instances of human trafficking can help stop this crime;

Whereas Standard 8.45 in Annex 9 — *Facilitation* requires Contracting States to take measures to ensure that procedures in place to combat trafficking in persons, are based on a comprehensive strategy and include clear reporting systems and relevant competent authorities' points of contact for airport and aircraft operators;

Whereas Standard 8.46 in Annex 9 obliges Contracting States to take measures to ensure that airport and aircraft operators' personnel in direct contact with the travelling public are provided with awareness training on trafficking in persons;

Whereas conducting awareness campaigns among aviation personnel and the travelling public can help to increase recognition and reporting of suspected instances of human trafficking;

Whereas ICAO should foster the development of clear human trafficking guidelines for each State to implement, including model reporting protocols and a victim-centred and trauma-informed law enforcement response;

Whereas Doc 10171, *A Comprehensive Strategy for Combatting Human Trafficking in the Aviation Sector* approved by FALP in July 2021 and by the Air Transport Committee (ATC) in September 2021 enhances national counter-trafficking policies and procedure frameworks and equips States, Civil Aviation Authorities and organizations, aircraft operators and airports with guidance and recommendations to inform on their development of comprehensive counter-trafficking strategies in line with ICAO Assembly Resolution A42/XX, *Consolidated statement of continuing ICAO policies related to facilitation*;

Whereas adopting a Comprehensive Strategy inclusive of laws, leadership, policies, reporting protocols and response mechanisms, partnerships, training, public awareness, data collection, information-sharing including trafficking survivor informed recommendations and perspectives, and victim and survivor support can help civil aviation authorities and organizations, aircraft operators and airports stop this crime;

Whereas ICAO Circular 362, *Guidelines for Combatting Trafficking in Persons in the Air Operator Supply Chain* equips Civil Aviation Authorities and air operators with guidance and recommendations to inform their development of policies to ensure due diligence and transparency in supply chain management;

Whereas adopting ICAO Circular 362, *Guidelines for Combatting Trafficking in Persons in the Air Operator Supply Chain* inclusive of policies, procedures, raising awareness, and employee training can help Civil Aviation Authorities and air operators stop this crime;

The Assembly:

1. *Urges* Member States to give attention to adopting and promptly implementing Amendment 30 to Annex 9's Standards 8.45 and 8.46;
2. *Calls* on Member States to give due regard to Circular 352, *Guidelines for Training Cabin Crew on Identifying and Responding to Trafficking in Persons*, in their implementation of the relevant provisions of Annex 9;
3. *Requests* that the Council ensure that relevant guidance material related to the issue of combatting human trafficking is current and responsive to the needs of Member States;
4. *Calls* on Member States to give due regard to Doc 10171, *A Comprehensive Strategy for Combating Human Trafficking in the Aviation Sector*, in their implementation of the relevant provisions of Annex 9;
5. *Urges* Member States to give due regard to Circular 362, *Guidelines for Combating Trafficking in persons in the Air Operator Supply Chain*, in their implementation of the relevant provisions of Annex 9 — *Facilitation*; and
6. *Declares* that this Resolution supersedes Resolution A41-16.

Agenda Item 13: Aviation Security — Policy

13.1 At its eighth meeting, the Executive Committee considered the subject of aviation security (AVSEC) policy based on the Council reports on the Outcome of the High-level Ministerial Segment of the ICAO Security Week 2024 held in Muscat, Oman (WP/13), and the Ongoing Work Related to Conflict Zones and Obligations of Member States (WP/35). The Committee also considered the Council's proposal for updating the following Resolutions: Consolidated Statement on Continuing ICAO Policies Related to Aviation Security (WP/11 Revision No.1) and Cybersecurity in Civil Aviation (WP/12 Revision No. 1). In addition, there were 35 papers submitted by States and observers: WPs/ 78 Rev. No. 1, 79, 86, 100, 101, 102, 111, 117, 118, 119, 120, 124, 165, 199, 200, 201, 233 Rev. No. 1, 239 Rev. No. 1, 240, 241, 324, 369, 370, 371, 398, 419, 438 Rev. No. 1, 453, 454, 470, and 482.

13.2 The following information papers were noted: WP/498, WP/513, WP/515 and WP/516 from Bangladesh, WP/562 from Cameroon, WP/586 from Denmark, WP/116 and WP/198 from the Dominican Republic, WP/551 from Indonesia, WP/580 from Kazakhstan, WP/561 from the Republic of Korea, WP/80 from Saudi Arabia, WP/584 from the International Transport Workers' Federation (ITF) and WP/667 from the International Air Transport Association (IATA).

Muscat Declaration and Assembly Resolution for adoption

13.3 In WP/13, the Council outlines the outcome of the High-level Ministerial Segment convened during ICAO Security Week 2024 in Muscat, and which aims to ensure that aviation remains a secure and resilient force for global progress. The paper calls for reaffirming commitments made in the Muscat Declaration on Aviation Security and Aviation Cybersecurity.

13.4 The Council, in WP/11 Revision No. 1, proposes updates to Resolution A41-18 on continuing ICAO aviation security policies to reflect developments since the 41st Session of the Assembly.

Discussion

13.5 The Committee took note of the outcomes of the High-level Ministerial Segment convened during ICAO Security Week 2024 in Oman, as presented in WP/13, and reaffirmed the commitments made in the Muscat Declaration on Aviation Security and Aviation Cybersecurity. The Committee also noted that key elements of the Declaration were reflected in the updates to Resolutions A41-18 and A41-19, as proposed in WP/11 Revision No. 1 and WP/12 Revision No. 1, respectively.

13.6 In presenting WP/11 Revision No. 1, the Council recalled that the 41st Session of the ICAO Assembly adopted Resolution A41-18: *Consolidated Statement on Continuing ICAO Policies Related to Aviation Security*. In accordance with Resolving Clause 2 of Resolution A41-18, the consolidated statement must be reviewed at each ordinary Session of the Assembly.

13.7 In conclusion, the Committee received broad support to submit for adoption by the Assembly a revised Resolution A41-18 on the *Consolidated Statement on Continuing ICAO Policies Related to Aviation Security* incorporating key elements agreed upon during the discussions on the subject.

13.8 One Member State proposed an amendment to new operative clause 4 in Appendix G (International and regional cooperation in the field of aviation security) of Resolution A41-18 so it reads: "Invites Member States to proactively support ICAO's regional groups in aviation security and cybersecurity, as well as aviation security cooperative programmes and groups where they exist in different regions,...". This proposed amendment, however, was not supported by the Committee.

Resolution 13/1: Consolidated statement on continuing ICAO policies related to aviation security

Whereas it is considered desirable to consolidate Assembly resolutions on continuing ICAO policies related to aviation security in order to facilitate their implementation and practical application by making their texts more readily available, understandable and logically organized;

Whereas in Resolution A410-184 the Assembly resolved to adopt at each session a consolidated statement on continuing ICAO policies related to aviation security; and

Whereas the Assembly has reviewed proposals by the Council for the amendment of the consolidated statement on continuing ICAO policies related to aviation security in Resolution A410-184, Appendices A to G inclusive, and has amended the statement to reflect the decisions taken during the 42nd Session.

The Assembly:

1. *Resolves* that the Appendices attached to this resolution constitute the consolidated statement on continuing ICAO policies related to aviation security, as these policies exist at the close of the 42nd Session of the Assembly;
2. *Resolves* to request that the Council submit for review at each ordinary session a consolidated statement on continuing ICAO policies related to aviation security; and
3. *Declares* that this resolution supersedes Resolution A410-184.

APPENDIX A

General policy

Whereas the development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet its abuse can become a threat to general security;

Whereas acts of unlawful interference against civil aviation have become the main threat to its safe and orderly development and thus civil aviation shall be effectively protected;

Whereas the evolving nature of the threat of terrorist harmful acts, including those posed by concealed explosive devices, the new threat of improvised incendiary devices (IID) placed on air cargo and other abuses of the air cargo system for nefarious purposes, concealed explosive devices, landside attacks, surface-to-air threats, including man-portable air defence systems (MANPADS), other attacks from a distance, chemical threats, attacks using unmanned aircraft systems (UAS), abuse of the air cargo system for terrorist purposes, use of aircraft as a weapon, cyber-attacks and other acts of unlawful interference against civil aviation, including, in particular, the insider threat, that has a serious adverse effect on the safety, efficiency and regularity of international civil aviation, endangering the lives of persons on board and on the ground and undermining people's the confidence of the peoples of the world in the safety of international civil aviation;

Whereas the sophistication of certain threats, attack scenarios and improvised devices targeting air transport is increasing;

Whereas all acts of unlawful interference against international civil aviation constitute a grave offence in violation of international law;

Recalling that Resolutions A27-12 and A29-16 remain in force;

Recognizing that the exploitation of the aviation sector ~~for by~~ a variety of criminal activities, including the illicit transport of narcotics and psychotropic substances by air, as well as the trafficking of humans, wildlife, and other illicit goods can reveal or exacerbate vulnerabilities that could be exploited by those aiming to carry out acts of unlawful interference;

Recalling Resolution A40-12 on the Declaration on Aviation Security;

~~*Recalling the Joint Communiqués issued by the ICAO World Customs Organization (WCO) Joint Conferences on Enhancing Air Cargo Security and Facilitation, held in Singapore in July 2012, in Manama, Bahrain in April 2014, and in Kuala Lumpur, Malaysia in July 2016;*~~

Mindful of the importance of a common United Nations (UN) approach involving cooperation and coordination among all relevant UN bodies and specialized agencies in recognizing the aviation sector as critical infrastructure on which national security, prosperity and development, as well as the global economy are dependent;

Mindful of United Nations Security Council resolutions (UNSCR) 2178 (2014), 2309 (2016), 2341 (2016), 5 (2017), 2396 (2017), 2482 (2019) and 2617 (2021) related to threats to international peace and security caused by terrorist acts;

Mindful of the United Nations Global Counter-Terrorism Strategy (2006) as a global instrument to enhance national, regional and international efforts to counter terrorism, which 8th review was adopted in 2023 by the UN General Assembly resolution (A/RES/77/298);

Mindful of the United Nations Security Council Counter-Terrorism Committee Delhi Declaration (2022) on countering the use of new and emerging technologies for terrorist purposes;

Mindful of the efforts by ICAO and its Member States to implement the UN Global Counter-Terrorism Strategy to enhance international, regional and national efforts to counter terrorism, including to take practical steps to strengthen Member State capacity to counter terrorist threats and to reinforce the coordination of the counter-terrorism activities undertaken by the UN System;

Recognizing that global consultations and outreach efforts with Member States to elaborate and refine the elements of the Global Aviation Security Plan (GASeP) successfully led to the initial adoption of the Plan by the Council in November 2017, and adoption of the Second Edition of the GASeP in June 2024;

Recognizing increased efforts that need to be made by Member States towards the GASeP ~~global~~ aspirational goal to achieve and maintain a strong global aviation security system that is underpinned by full and effective implementation of ICAO aviation security Standards in all Member States ~~targets of the GASeP set for 2023 and 2030~~, with the collective support of other Member States, ICAO, regional organizations, industry and all other stakeholders;

Recognizing the importance of the implementation and promotion of global security practices, by both ICAO and Member States, that are risk-based, appropriate and proportionate to the threat;

Emphasizing the need to maintain vigilance as the perceived absence of major aviation security incidents does not mean the risk is lower, and that proactive measures remain essential;

Recognizing the ongoing need to promote the enhancement of security awareness and a strong and effective security culture in aviation, by Member States, industry and other stakeholders;

Mindful of the Regional Roadmaps adopted at Regional Conferences on Aviation Security held in Egypt, Panama, Portugal and Thailand between 2017 and 2018;

Recalling the Communiqué of the Second High-level Conference on Aviation Security held in Montréal in November 2018, and the conference conclusions and recommendations;

Mindful of the Muscat Ministerial Declaration on Aviation Security and Aviation Cybersecurity adopted at ICAO Security Week 2024 in Muscat, Oman on 11 December 2024;

Recalling the importance of Member States taking a comprehensive view of aviation security and other aviation disciplines, maintaining effective coordination among their different bodies to ensure consideration of all appropriate information, and assessment of the consequences of any measures on civil aviation activities, in particular on aviation safety;

Recognizing that air cargo plays a crucial role in transporting essential goods, including medical supplies and vaccines, as witnessed during the restrictions and public health measures brought by the COVID-19 pandemic have had a serious impact on the aviation industry and that this impact must be taken into account by ICAO and Member States when making decisions on aviation security policies and measures; and

Recalling the Joint Communiqués issued by the ICAO-World Customs Organization (WCO) Joint Conferences on Enhancing Air Cargo Security and Facilitation, held in Singapore in July 2012, in Manama, Bahrain in April 2014, and in Kuala Lumpur, Malaysia in July 2016;

Whereas acts of sabotage or attempted sabotage in the form of incendiary devices placed in air cargo and/or mail introduce new security and safety risks to global supply chains and have devastating consequences for interconnected national economies and global commerce;

Reaffirming the commitments made in the Ministerial Declaration of the High level Conference on COVID-19 (HLCC 2021), among others, the need to importance of ensure ensuring a safe, secure, and orderly flow of traffic with operational readiness of aviation, and to ensure the long-term resilience of international aviation and incorporate the lessons learned from the current and past pandemics global events.

The Assembly:

1. *Strongly condemns all acts of unlawful interference against civil aviation wherever and by whomsoever and for whatever reason they are perpetrated;*
2. *Notes with abhorrence all acts and attempted acts of unlawful interference aimed at the destruction of civil aircraft in flight and civil airports by surface-to-air threats, incendiary threats to air cargo and mail and the supply chain, attacks using UAS and other attacks from a distance, and the misuse of civil aircraft as a weapon of destruction and the death of persons on board and on the ground;*

3. *Reaffirms* that protecting aviation against complex and sophisticated threats ~~security~~ is critical for the sustainability of air transport and aviation security and ~~cybersecurity~~ must continue to be treated as a-matters of highest priority and appropriate resources should be made available by ICAO and its Member States as applied to other aspects of civil aviation;

4. *Calls upon* all Member States to confirm their resolute support for the established policy of ICAO by applying the most effective security measures as required and recommended in Annex 17 — *Aviation Security* and security- related provisions in Annex 9 — *Facilitation*, individually and in cooperation with one another, to prevent acts of unlawful interference and to punish the perpetrators, planners, sponsors, ~~sophisticated actors~~ and financiers of conspirators in any such acts;

5. *Reaffirms* ICAO's responsibility to facilitate the consistent and uniform resolution of questions which may arise between Member States in matters affecting the safe and orderly operation of international civil aviation throughout the world;

6. *Directs* the Council to continue, as an urgent priority, its work relating to measures for the prevention of acts of unlawful interference, and ensure that this work is carried out with the highest efficiency and responsiveness;

7. *Calls upon* ICAO and its Member States to implement UNSCR 2178, 2309, 2341, 2395, 2396 and 2482 in accordance with their respective competencies and collectively demonstrate ICAO's global leadership in safeguarding international civil aviation against acts of unlawful interference;

7bis *Calls upon* ICAO and its Member States to implement the United Nations Global Counter -Terrorism Strategy and the United Nations Security Council Counter-Terrorism Committee Delhi Declaration on countering the use of new and emerging technologies for terrorist purposes, particularly those stipulated in the non-binding guiding principles on threats posed by terrorist use of UAS;

8. *Recognizing* the leadership role of ICAO in the area of aviation security, ~~requests~~ *directs* the Secretary General to raise the profile of aviation security within ICAO and its regional offices and ensure the long-term sustainability of the Organization's aviation security programme within the context of the Regular ~~Programme~~ Budget;

9. *Urges* all Member States to continue to financially support the Organization's aviation security activities with voluntary contributions in the form of human and financial resources beyond those budgeted for under the regular ~~budget~~ *programme*;

9bis. *Urges* all Member States to ensure effective implementation of ICAO Standards and strive to achieve together the aspirational goal of the ICAO Global Aviation Security Plan (GASeP) and its six Priority Areas, and to actively participate in global and regional efforts in pursuit of such aspirational goal;

10. *Directs* the Council to ensure the regular review of the GASeP by the Aviation Security Panel so that it remains relevant, its priorities address existing and emerging threats and continues to serve as a useful tool for supporting Member States' efforts to achieve full implementation of Annex 17 — *Aviation Security*;

11. *Directs* the Council to consider the lessons learned from the implementation of the GASeP, ~~including the changes that have occurred in the aviation industry as a consequence of the COVID-19 pandemic, when making refinements to the Plan, ensuring it contains clear and collective aviation security goals and targets, taking into account the global milestones for 2027, 2030 and 2033 as checkpoints at~~

which the global community will assess the progress made along with a progress monitoring mechanism using existing processes and tools to assist ICAO, Member States and stakeholders in ensuring continuous improvement in aviation security;

12. *Directs* the Secretary General to continue reviewing and improving the ICAO aviation security plans and programmes holistically, using consultative mechanisms with Member States and industry, to ensure these plans and programmes are still serving their intended purpose and are adapting to the new and emerging aviation security challenges, while considering innovative approaches to further improve or enhance their effectiveness. Results of the reviews, including any recommendations, should be reported to the Council on a regular basis.

13. ~~Urge~~ ~~s~~ ~~all Member States to actively participate in global and regional efforts towards meeting the GAsEP objectives, goals, targets and priorities at the national and regional levels, taking into account global aspirational targets of the GAsEP set for 2023 and 2030; and~~

1413. *Urge* ~~s~~ all Member States, industry and other stakeholders to continue to take practical actions towards the enhancement of security culture in aviation to support the effective implementation of security measures, and promote security awareness and optimal security behaviour by all entities and individuals; and

APPENDIX B

International air law instruments, enactment of national legislation and conclusion of appropriate agreements for the suppression of acts of unlawful interference with civil aviation

a) *International air law instruments*

Whereas the protection of civil aviation from acts of unlawful interference has been enhanced by the *Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Tokyo, 1963), by the *Convention for the Suppression of Unlawful Seizure of Aircraft* (The Hague, 1970), by the *Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation* (Montréal, 1971), by the *Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation* (Montréal, 1988), by the *Convention on the Marking of Plastic Explosives for the Purpose of Detection* (Montréal, 1991), by the *Convention for the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing, 2010), by the *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing, 2010), by the *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Montréal, 2014), and by bilateral agreements for the suppression of such acts;

The Assembly:

1. *Urge* ~~s~~ Member States which have not yet done so to become parties to the *Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Tokyo, 1963), to the *Convention for the Suppression of Unlawful Seizure of Aircraft* (The Hague, 1970), to the *Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation* (Montréal, 1971) and the 1988 *Supplementary Protocol to the Montréal Convention*, to the *Convention on the Marking of Plastic Explosives for the Purpose of Detection* (Montréal, 1991), to the *Convention for the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing, 2010), to the *Protocol Supplementary to the Convention for the*

Suppression of Unlawful Seizure of Aircraft (Beijing, 2010), and to the *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Montréal, 2014)¹;

2. *Calls upon* Member States not yet parties to the above-mentioned air law instruments to give effect, even before ratification, acceptance, approval or accession, to the principles of those instruments and calls upon Member States which manufacture plastic explosives to implement the marking of such explosives as soon as possible; and
3. *Requests* the Secretary General to continue to remind Member States of the importance of becoming parties to the Tokyo, The Hague, Montréal and Beijing Conventions, to the 1988 *Supplementary Protocol to the Montréal Convention*, to the 2010 *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft*, to the 2014 *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft*, and to the *Convention on the Marking of Plastic Explosives for the Purpose of Detection*, and to provide assistance requested by Member States encountering any difficulties in becoming parties to these instruments.

b) *Enactment of national legislation and conclusion of appropriate agreements*

Whereas deterrence of acts of unlawful interference with civil aviation can be greatly facilitated through the enactment by Member States of national criminal laws providing severe penalties for such acts;

The Assembly:

1. *Calls upon* Member States to give special attention to the adoption of adequate measures against persons committing, planning, sponsoring, financing or facilitating acts of unlawful interference against civil aviation, and in particular to include in their legislation rules for the severe punishment of such persons; and
2. *Calls upon* Member States to take adequate measures relating to the extradition or prosecution of persons committing acts of unlawful interference against civil aviation by adopting appropriate provisions in law or treaty for that purpose and by concluding appropriate agreements to provide for the extradition of persons committing criminal attacks on international civil aviation.

APPENDIX C

Implementation of technical security measures

Whereas protection of civil aviation against acts of unlawful interference requires continued vigilance and development and implementation of actions to mitigate the threat, including those in Annex 17 – *Aviation Security* and security- related provisions in Annex 9 — *Facilitation*, by Member States;

Whereas a clear need exists for the strengthening of security to be applied to all phases and processes associated with the carriage of persons, their cabin and hold baggage, cargo, mail, courier and express parcels, and in protecting civil aviation against cyber-attacks, and threats to the landside areas of airports, as well as attacks carried out or facilitated by insiders;

¹ Lists of States Parties to aviation security legal instruments can be found at www.icao.int under the ICAO Treaty Collection

Whereas threats to the air cargo and mail systems as a whole, including incendiary threats to air cargo and mail and global supply chains resulting from attempted sabotage through placement of IIDs on aircraft require a global approach in the development and implementation of security requirements and best practices, including continued information sharing and cooperation with relevant international organizations, such as the World Customs Organization (WCO), Universal Postal Union (UPU), and International Maritime Organization (IMO), and United Nations Office on Drugs and Crime (UNODC). In this regard States should share new best practices that have been implemented to mitigate the threat posed by IIDs or when new technology has been developed to aid in the detection of IIDs;

Whereas the responsibility for ensuring that security measures are applied by government agencies, airport authorities, aircraft operators and other entities rests with the Member States;

Whereas the effective implementation of the security measures advocated by ICAO is an effective means of preventing acts of unlawful interference with civil aviation;

Whereas a broad set of risk management strategies and tools must be employed to align security measures with security risk in order to ensure the effectiveness and sustainability of aviation security measures, taking into account any unintended impact on the safety of civil aviation. In turn, effective coordination of aviation safety, security, and cybersecurity will benefit from shared knowledge and strengthened efforts;

Whereas countermeasures for protection of civil aviation can only be effective through employment of highly trained and competent security personnel, in addition to background checks, certification and quality control;

Whereas the COVID-19 pandemic may have required temporary alleviations of certain security requirements to be authorized as the case may be;

Recognizing the importance of carefully assessing and addressing the risks associated with the resumption of aviation operations, paying particular attention to risks deriving from the impact of the pandemic on staff;

Whereas the COVID-19 pandemic requires addressing security threats and risks, taking into account new health related risks, while ensuring a balance with facilitation and sustainability;

Whereas the integration of a robust security culture for all personnel, in both security and non-security functions, at all levels and across the entire aviation domain, is imperative to the development and sustainability of an effective security environment; and

Whereas technology, process innovations and appropriate training are required to achieve effective and efficient aviation security and facilitation measures for passengers and cargo, and in defining the future of security screening regimes, while recognizing the specialist skills needed to operate and manage current and emerging aviation security technologies, and hire and train staff for their use, while pursuing efforts to attract the next generation of aviation professionals; and

Recognizing that the timely and efficient testing and certification of both current and rapidly advancing aviation security equipment is critical to strengthening global aviation security and meeting the growth in passenger traffic.

The Assembly:

1. *Urges* the Council to continue to attach the highest priority to the adoption of effective, evidence- and risk- based, and operationally-viable measures for the prevention of acts of unlawful interference commensurate with the current threat to the security of international civil aviation, to take into account the innovative and evolving nature of that threat, and to keep up to date the provisions of Annex 17 to the Chicago Convention from a threat and risk perspective;
2. *Urges* all Member States on an individual basis and in cooperation with other Member States to take all possible measures for the prevention of acts of unlawful interference, in particular, those required or recommended in Annex 17 as well as those recommended by the Council;
3. *Reiterates* the responsibility of all Member States for the implementation of effective aviation security measures within their territory, taking into account the evolving threat;
4. *Urges* Member States to fully and sustainably implement Annex 17 — *Aviation Security* and the security-related provisions of Annex 9 — *Facilitation*, to intensify their efforts for the implementation of existing Standards and Recommended Practices (SARPs), and procedures relating to aviation security, to monitor such implementation, to rectify any gaps or deficiencies as a matter of urgency, to take all necessary steps to prevent acts of unlawful interference against international civil aviation and to give appropriate attention to the guidance material contained in the ICAO *Aviation Security Manual* (Doc 8973 — Restricted), *ICAO Aviation Security Training Manual* (Doc 10207), and other security-related guidance material available on the ICAO ~~restricted~~ public website;
5. *Encourages* Member States to place high importance on the ~~recently adopted~~ Standards that respond to the insider threat and ensure their effective implementation within their respective jurisdictions, and to continue adapting and adopting measures against this threat;
6. *Encourages* Member States to promote aviation security as a fundamental component of national, social and economic priorities, planning and operations;
7. *Encourages* Member States to work in partnership with industry to develop, conduct operational trials of, and implement effective security measures and innovative technologies, techniques and processes;
- 7bis. *Urges* Member States and relevant entities to collaborate and improve procedures for the certification of security equipment, aiming to reduce delays and eliminate fragmentation, thereby enhancing global aviation security;
8. *Encourages* Member States and industry to coordinate their efforts to evolve aviation security screening to become more agile in responding to new threats, more seamless and passenger-centric while ensuring security objectives in Annex 17 — *Aviation Security* are constantly met;
9. *Encourages* Member States and all aviation entities to promote a strong and effective security culture in aviation; including the development of security awareness programmes and campaigns among workforces and the general public that emphasize that security is everyone's responsibility;
10. *Urges* Member States to secure resources to ensure qualified and competent professionals are available to regulate, operate, maintain and oversee the effective implementation of measures related to aviation security to maintain a competent, motivated and well trained workforce and take actions to

~~guarantee and maintain staff competencies that existed prior to the COVID-19 pandemic;~~

11. *Encourages* Member States to implement effective oversight, including remote techniques when restrictions or other circumstances do not allow for on-site monitoring activities, over all aspects of their aviation security regime in order to ensure that security measures are effectively and sustainably implemented;

12. *Encourages* Member States, pursuant to their domestic laws, regulations and aviation security programmes, and in accordance with applicable SARPs, to promote the implementation of aviation security measures in a practical manner to:

- a) broaden existing cooperation mechanisms among Member States and industry, as appropriate, for prompt information exchange and the early detection of security threats to civil aviation operations, including cyber threats. At the technical level, this prompt sharing of information should include all relevant experts;
- b) share expertise, best practices and information relating to preventive security measures, including screening and inspection techniques, the detection of explosives and incendiary devices, airport security behavioural detection, screening and credentialing of airport staff, human resource development and the research and development of relevant technologies;
- c) use advanced modern technologies to detect prohibited items and materials and to prevent the carriage of such items and materials on board aircraft while respecting the privacy and safety of individuals;
- d) define aviation security measures that are evidence and risk-based, appropriate and proportionate to the threat, effective, efficient, multi-layered, operationally-viable, economically- and operationally-sustainable, and take into account the impact on passengers, crew and on legitimate trade;
- e) intensify efforts in securing the air cargo and mail security system, ~~by~~ particularly in mitigating incendiary threats to air cargo and mail:
 - 1) developing a strong, sustainable and resilient air cargo and mail security framework;
 - 2) implementing robust security standards effectively and sustainably;
 - 3) adopting a total supply chain approach to air cargo and mail security, if appropriate;
 - 4) establishing and strengthening oversight and quality control of air cargo and mail security;
 - 5) engaging in bilateral and multilateral cooperative efforts to coordinate actions to harmonize and enhance air cargo and mail security and secure the global air cargo supply chain;
 - 6) sharing best practices and lessons learned with other Member States to enhance the overall level of air cargo and mail security; and
 - 7) strengthening initiatives to intensify capacity-building and innovation in air cargo and mail security;
- f) ~~give consideration to address~~ the potential misuse of UAS and Advanced Air Mobility (AAM) systems, and apply security measures in order to prevent their use in

acts of unlawful interference;

- g) ensure that civil aviation security threat and risk assessments within their respective territories and airspace are performed continually, use these assessments to appropriately inform counter-measure development and adjust aviation security policy settings, and provide information to relevant stakeholders in a timely manner on all possible risks to civil aviation;
- h) address the risk of attacks in landside areas, including terminal buildings, by working with all stakeholders to:
 - 1) maintain an appropriate balance between the needs of effective and sustainable security measures and passenger facilitation;
 - 2) implement a set of risk-based measures that are flexible and practical, with clearly defined responsibilities among relevant actors;
 - 3) avoid, to the extent possible, the creation of vulnerabilities posed by areas of mass gathering either inside or proximate to the terminal; and
 - 4) sustain a culture of constant vigilance, deterrence, prevention, response and resilience in a coordinated manner in the face of evolving threats;
- i) ensure the protection of civil aviation against cyber-attacks and cyber threats; and
- j) address the risk posed by insiders through the exploitation of staff and their privileged access to secure areas and sensitive security information, ~~taking into consideration the impact of the COVID-19 pandemic and the possibility that the pandemic has created new or exacerbated existing insider vulnerabilities.~~

13. *Calls upon* Member States, while respecting their sovereignty, to minimize disruption to air travel resulting from confusion or inconsistent interpretation of Standards by cooperating and coordinating actions in order to implement SARPs and guidance consistently, efficiently and effectively and by providing clear, well-timed and readily available information to the travelling public;

14. *Calls upon* Member States, when requesting another State to apply security measures to protect aircraft flying into its territory, to take fully into account the security measures already in place in the requested State and, where appropriate ~~and continuously validated~~, to recognize those measures as equivalent to reduce duplication;

15. *Requests* ICAO to:

- a) ensure that the provisions of Annex 17 — *Aviation Security* and Annex 9 — *Facilitation* are compatible with and complementary to each other;
- b) continue to promote the development of effective and innovative security processes and concepts, through awareness-raising regional and sub-regional aviation security events at the request of the Member States concerned, including in cooperation with industry stakeholders and equipment manufacturers to develop the next generation of passenger and cargo screening processes;
- c) continue to support the work of the Aviation Security Panel in addressing new and existing threats to civil aviation, and to develop appropriate preventive evidence and risk-based measures ~~and guidance material~~;

- d) encourage States and stakeholders to pursue strengthened cooperation through bilateral or multilateral arrangements, as appropriate, in order to improve information sharing mechanisms, and testing capabilities and certification for security equipment, addressing the evolving global aviation security threat picture;
- de) promote the development of mutual-recognition of equivalence processes with the goal of assisting Member States in achieving mutually beneficial arrangements, including one-stop security arrangements, which recognize the equivalence of their aviation security measures where these achieve the same outcomes, consistent with Annex 17 requirements, and which are based on an agreed comprehensive and continuous validation process and effective ongoing exchange of information regarding their respective aviation security systems and do not create vulnerabilities and introduce new risks into the aviation network; and
- ef) continue to address other threats and risks, including complex and sophisticated ones, cyber threats to aviation security, risks to landside areas of airports and air traffic management security, in consultation with the Aviation Security Panel and the Cybersecurity Panel; and

16. *Directs* the Secretary General to update and amend at appropriate intervals the ICAO *Aviation Security Manual* (Doc 8973 — Restricted) and develop new guidance material designed to assist Member States in responding to new and existing threats to aviation and implementing the specifications and procedures related to civil aviation security;

16bis *Directs* the Secretary General to update and amend at appropriate intervals the ICAO *Aviation Security Training Manual* (Doc 10207) and develop new guidance material designed to assist Member States in the recruitment, selection, and training of their staff, including consideration for quality assurance and human factors, while implementing the specifications and procedures related to civil aviation security;

17. *Directs* the Secretary General to ensure the periodic review and updating of the ICAO *Aviation Security Global Risk Context Statement* (Doc 10108 — Restricted), which provides a risk assessment methodology for aviation security which may be considered by Member States for use in further developing their own national risk assessments and to include risk-based assessments, in line with Doc 10108, with any recommendations for the adoption of new or amended aviation security measures in Annex 17 or in any other ICAO document;

18. *Directs* the Secretary General to ensure that appropriate fields of expertise are engaged in the assessment of aviation security risks and the development of SARPs, specifications, guidance material, and other mean to address issues of aviation security, including coordination with other panels;

19. *Directs* the Council to continually assess the Aviation Security Panel terms of reference and establish governance procedures to ensure there are no constraints on the Panel's ability to consider the full scope of aviation security issues; and

20. *Directs* the Secretary General to continue to ensure that aviation security is appropriately positioned as a core tenet and functional component of the ICAO Secretariat, commensurate with its criticality to the advancement, sustainability, and safe and orderly development of international civil aviation.

APPENDIX D

The ICAO Universal Security Audit Programme – Continuous Monitoring Approach

Whereas the ICAO Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA) has been successful in meeting the mandate of Resolution A401-148, Appendix D;

Whereas one of the primary objectives of the Organization continues to be ensuring the security of international civil aviation worldwide;

Whereas Member States are committed to compliance with Annex 17 — *Aviation Security* Standards, and the security-related Standards of Annex 9 — *Facilitation*;

Whereas the establishment of an effective aviation security oversight system by Member States supports the implementation of international aviation security Standards and Recommended Practices (SARPs) and contributes to this objective;

Recalling that the ultimate responsibility to ensure the security of civil aviation rests with Member States;

Considering that the USAP-CMA ~~can~~ has proven to be instrumental in the identification of aviation security concerns and in providing recommendations for their resolution, and that the Programme continues to enjoy the support of Member States, serving as a catalyst for their continued efforts to meet their international obligations in the field of aviation security;

Considering that USAP-CMA audit results make an important contribution to the understanding of the aviation security posture globally, regionally, and in individual Member States; and that compiled USAP-CMA data can also be used to ascertain whether Member States are reaching ~~achieving the aspirational targets~~ milestones set out in the GASEP and can help inform the Aviation Security Panel in prioritizing areas of work including in the development and update of Annex 17;

Recognizing that the effective implementation of State corrective action plans to address deficiencies identified through USAP-CMA audits is an integral and crucial part of the monitoring process in order to achieve the overall objective of enhancing global aviation security;

Recognizing the importance of a limited level of disclosure with respect to ICAO aviation security audit results, balancing the need for Member States to be aware of unresolved security concerns with the need to keep sensitive security information out of the public realm;

Considering the approval by the Council of a mechanism to address significant security concerns (SSeCs) in a timely manner;

Recognizing the importance of a coordinated strategy for facilitating assistance to Member States through the high- level Secretariat Monitoring and Assistance Review Board;

Recognizing that the continuation of the USAP-CMA, and the continued evolution of this programme, is essential to create mutual confidence in the level of aviation security between Member States and to encourage the adequate implementation of security-related Standards;

Recognizing that the USAP-CMA has recovered from the impact of the COVID-19 pandemic by increasing the number of and resource constraints have limited the frequency with which audits ~~can be~~ conducted

during the past triennium, largely funded by voluntary contributions;

Recalling that the 40th 41st Session of the Assembly requested the Council to report on the overall implementation of the USAP-CMA;

The Assembly:

1. *Notes that the USAP-CMA is fundamental in improving* contributes to global aviation security through auditing and continuous monitoring of the aviation security performance of Member States;
2. *Requests the Secretary General to ensure that the USAP-CMA continues to assess and measure the sustainable and effective implementation of Annex 17 Standards, including risk-based approaches to their compliance as appropriate, and security-related Standards of Annex 9, and that audit prioritization is based on risk, and that USAP-CMA addresses serious deficiencies in a timely manner;*
3. *Expresses its appreciation to Member States for their cooperation in the USAP-CMA audit process and for making available security experts to be certified as USAP-CMA auditors to serve as short-term experts for the conduct of USAP-CMA audits, as well as long-term experts to act as USAP-CMA audit team leaders;*
4. *Requests the Council to ensure the continuation and sufficient resourcing of the USAP-CMA and to oversee its activities, as it monitors Member States' ability to establish and maintain sustainable aviation security systems, in compliance with the ICAO security-related Standards, and implementation of corrective action plans to address deficiencies identified during USAP-CMA audits in a timely manner;*
5. *Urges Notes the work carried out by the ICAO Secretariat, in consultation with Member States, to review the scope and methodology of the USAP-CMA and urges the Secretariat to continue to improve the effectiveness and efficiency of the programme, while maintaining its quality, in consultation with the Secretariat Study Group on the USAP-CMA and with the assistance of the Aviation Security Panel members and observers, as appropriate;*
6. *Endorses the policy of a limited level of disclosure of USAP-CMA audit results including the prompt notification of the existence of significant security concerns;*
7. *Urges all Member States to give full support to ICAO by:*
 - a) signing the Memorandum of Understanding regarding the USAP-CMA;
 - b) preparing and submitting to ICAO all required documentation according to established timelines prior to USAP-CMA activities as scheduled by ICAO;
 - c) facilitating the work of USAP-CMA teams during the conduct of USAP-CMA activities;
 - d) preparing and submitting an appropriate corrective action plan to address deficiencies identified during USAP-CMA activities; and
 - e) implementing those corrective measures within timelines agreed upon between Member States and ICAO.
- 8.bis *Urges all Member States to accept audits as scheduled by ICAO, unless prevented from doing so*

by *force majeure*, to ensure the provision of timely and relevant information in support of other ICAO programmes and activities, and prevent negative financial and administrative impacts on the audit programme;

8. *Requests* the Secretary General to ensure the long-term financial sustainability of the USAP-CMA by taking measures to incorporate the funding requirements for staffing and its activities within the Regular Programme Budget as soon as possible; and

9. *Requests* that the Council submit a progress report to the next ordinary session of the Assembly on the implementation of the USAP-CMA.

APPENDIX E

The ICAO Implementation Support and Development – Security (ISD-SEC) Programme (ISD-SEC)

Whereas the implementation of technical measures for the prevention of acts of unlawful interference with international civil aviation requires financial resources and training of personnel; and

Whereas notwithstanding assistance given, some countries, in particular developing countries, lack aviation security oversight capacity and still face difficulties in fully implementing preventive measures due to insufficient financial, technical and material resources; and

Reaffirming the value and importance of ICAO's *No Country Left Behind* Strategic Goal that aims to help States in need by delivering expanded access to targeted and effective aviation security and cybersecurity training, assistance and capacity-building while promoting long-term self-sustainability for States.

The Assembly:

1. *Directs* the Secretary General to promote efforts worldwide by Member States and other aviation entities to deliver effective technical assistance and support for Member States by encouraging coordinated, targeted and prioritized international aviation security capacity-building activities guided by the ICAO Aviation Security Assistance and Capacity Building Strategy;

2. *Urges* Member States to voluntarily contribute financial and in-kind resources to increase the reach and impact of ICAO aviation security enhancement activities;

3. *Directs* the Secretary General to ensure that contributions received for aviation security implementation support and development activities be fully committed to those activities only;

4. *Urges* Member States able to do so to assist in the delivery of effective and targeted capacity-building activities in the area of aviation security. Such activities should include training, technical assistance and implementation support and development, technology transfers and the provision of other necessary resources, where it is needed to enable all Member States to achieve an enhanced and effective aviation security regime;

5. *Invites* Member States to take advantage of ICAO's capacity to provide, facilitate or coordinate short-term remedial assistance and long-term assistance to remedy deficiencies in their implementation of Annex 17 SARPs, and ICAO's capacity to make best use of USAP audit results

for defining and targeting aviation security capacity- building activities for the benefit of Member States in need;

6. *Invites* Member States to consider requesting assistance from other international and regional organizations to meet their technical assistance requirements arising from the need to protect international civil aviation;

7. *Urges* Member States and organizations to share with ICAO information on their assistance programmes and activities in order to promote the efficient and effective use of resources;

8. *Directs* the Secretary General to facilitate the coordination of assistance programmes and activities to the extent possible, including by collecting any available information on such initiatives;

9. *Directs* the Secretary General to monitor and evaluate the quality and effectiveness of ICAO assistance projects and to provide regular reports on the use of financial and in-kind resources and on the measured impacts of such contributions;

10. *Urges* Member States and relevant stakeholders to partner for the organization and delivery of capacity- building activities, documenting the commitments made by each party;

11. *Requests* the Secretary General to update and enhance the ICAO programme of Aviation Security Training Programme, including maintaining and developing Aviation Security Training Packages (ASTPs) and Aviation Security Workshops, and promoting other methods of aviation security training such as e-learning and blended learning;

12. *Urges* Member States to contribute to the activities of the ICAO programme of Aviation Security Training Programme activities;

13. *Requests* the Secretary General to oversee, develop, promote, support, maintain and regularly re-evaluate the ICAO Aviation Security Training Centre (ASTC) network to ensure that aviation security training requirements are met and sound levels of cooperation are achieved; and

14. *Urges* Member States to use ICAO ASTCs for aviation security training.

APPENDIX F

Action by the Council with respect to multilateral and bilateral cooperation in different regions of the world

Whereas the rights and obligations of Member States under the international air law instruments on aviation security and under the SARPs adopted by the Council on aviation security could be complemented and reinforced in multilateral and bilateral cooperation between Member States;

Whereas the multilateral and bilateral agreements on air services represent the main legal basis for international commercial carriage by air of passengers, baggage, cargo and mail;

Whereas provisions on aviation security should form an integral part of the multilateral and bilateral agreements on air services; and

Whereas focusing on security outcomes, recognition of equivalence and one-stop security, and respecting the spirit of cooperation defined in multilateral and/or bilateral air services agreements are policy principles whose implementation can contribute significantly to aviation security sustainability;

The Assembly:

1. *Recognizes* that success in eliminating threats to civil aviation can only be achieved through the concerted effort of everyone concerned and a close working relationship between national agencies and aviation security regulators of all Member States;
2. *Urges* all Member States to insert into their multilateral and bilateral agreements on air services a clause on aviation security, taking into account the model clause adopted by the Council on 25 June 1986 and the model agreement adopted by the Council on 30 June 1989;
3. *Urges* all Member States to adopt the following key principles as the basis for international cooperation in aviation security and to ensure effective aviation security cooperation among Member States, ICAO and other relevant international organizations:
 - a) respect for the spirit of cooperation defined in bilateral and/or multilateral air services agreements;
 - b) recognition of equivalent security measures; and
 - c) focus on security outcomes;
4. *Urges* all Member States, who have not yet done so, to participate in the ICAO Aviation Security Point of Contact (PoC) Network, established for the communication of imminent threats to civil air transport operations, with the objective of providing a network of international aviation security contacts within each State, and to intensify their coordination and cooperation to ensure the exchange of best practices through the AVSECPaedia;
5. *Urges* ICAO to promote initiatives which enable the establishment of technological platforms for the exchange of aviation security information among Member States;
6. *Requests* that ICAO continue to:
 - a) encourage Member States to report on their experience in cooperating with each other to prevent acts of unlawful interference with international civil aviation;
 - b) analyse differing circumstances and trends in preventing threats to international civil aviation in different regions of the world; and
 - c) prepare recommendations for strengthening measures to deter and prevent such acts of unlawful interference;
7. *Directs* the Council to act with the requisite urgency and expedition to address new and existing threats to civil aviation, seeking to mitigate unnecessary disruption to air travel as a result of confusion or inconsistent implementation or interpretation of necessary measures, facilitating a common and consistent response by Member States, and encouraging clear communication by Member States to the travelling public.

APPENDIX G

International and regional cooperation in the field of aviation security

Recognizing that the threat posed to civil aviation requires development of an effective global response by Member States and concerned international and regional organizations; and

Recognizing the development of the United Nations Global Counter-Terrorism Coordination Compact to strengthen the common UN approach to supporting Member States with the implementation of the United Nations Global Counter-Terrorism Strategy and relevant UN resolutions and mandates.

The Assembly:

1. *Invites* the Civil Air Navigation Services Organization (CANSO), the International Atomic Energy Agency (IAEA), the International Criminal Police Organization (ICPO/INTERPOL), the International Maritime Organization (IMO), the Organization for Security and Cooperation for Europe (OSCE), the United Nations Counter-Terrorism Committee Executive Directorate (UNCTED), United Nations Office of Counter-Terrorism (UNOCT), the United Nations Office on Drugs and Crime (UNODC), the Universal Postal Union (UPU), the World Customs Organization (WCO), the African Union (AU), the European Union (EU), the Arab Civil Aviation Organization (ACAO), the African Civil Aviation Commission (AFCAC), the European Civil Aviation Conference (ECAC), the Latin American Civil Aviation Commission (LACAC), the International Air Transport Association (IATA), Airports Council International (ACI), the International Federation of Airline Pilots' Associations (IFALPA), the International Business Aviation Council (IBAC), the International Coordinating Council of Aerospace Industries Associations (ICCAIA), the Global Express Association (GEA), the International Federation of Freight Forwarders Associations (FIATA), The International Air Cargo Association (TIACA), and other stakeholders to continue their cooperation with ICAO, to the maximum extent possible, to safeguard international civil aviation against acts of unlawful interference;
2. *Directs* the Council to continue its cooperation with the UN Counter-Terrorism Committee (CTC) in areas of aviation security and border management, in the global effort to combat terrorism and requests the Secretary General to use the Organization's expertise to assist the UN Counter-Terrorism Executive Directorate (UNCTED) in the conduct of country visits to assess the counter-terrorism efforts of Member States including progress made, remaining shortfalls, and priority areas for technical assistance needs, as well as to identify terrorism-related trends and challenges and best practices employed in the implementation of relevant Security Council resolutions; **and**
3. *Directs* the Secretary General to use the Organization's expertise in the field of aviation security and border management to support the work of the UN Global Counter-Terrorism Coordination Compact framework to strengthen the common UN approach to prevent and counter terrorism, and to assist the UN Office of Counter-Terrorism (UNOCT) in their efforts to provide technical assistance and capacity-building support to Member States while ensuring assistance activities are coordinated to avoid duplication of effort and ensure the efficient use of resources; **and**
4. *Invites* Member States to proactively support ICAO's regional groups in aviation security and cybersecurity, as well as aviation security cooperative programmes where they exist in different regions, which are vital to help States implement ICAO Standards, to enhance operational efficiencies, and promote long-term self-sustainability of States' AVSEC programmes and operations.

Conflict Zones

13.9 The Council provides, in WP/35, an overview of the activities undertaken by ICAO and Member States to protect civil aviation against the inherent risks in operating over or near conflict zones.

13.10 In WP/120, Canada, co-sponsored by Israel, Kazakhstan, Kenya, Morocco, New Zealand, Oman, Republic of Korea, United States, the European Union and its Member States, the other Member States of the European Civil Aviation Conference (ECAC), the Civil Air Navigation Services Organization (CANSO), the International Air Transport Association (IATA), the International Business Aviation Council (IBAC), the International Federation of Air Line Pilots' Associations (IFALPA) and the International Federation of Air Traffic Controllers' Associations (IFATCA), presents progress and future work on enhancing conflict zone risk mitigation and preventing further tragedies, stressing the need to update Doc 10084, strengthen civil-military coordination, and advance the Contingency Coordination Team (CCT) framework. The paper also calls, *inter alia*, to raise awareness of ICAO *Manual on Civil-Military Cooperation in Air Traffic Management* (Doc 10088), and develop an ICAO Implementation Package (iPack) on conflict zones covering implementation support, CCT guidance and training.

13.11 Egypt highlights, in WP/201, its role in assisting conflict-affected States to reintegrate into global civil aviation through security cooperation, capacity building and operational support. Further to Egypt's efforts, the paper invites ICAO to assist other States recovering from conflict or crisis, and urges Member States to share technical expertise and operational support.

Discussion

13.12 The Committee reaffirmed the pressing need for continued global efforts to enhance conflict zone risk management in international civil aviation. While ICAO has established comprehensive guidance, as found in the Third Edition of the *Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones* (Doc 10084), its implementation remains uneven across States and operators. It was also noted that current guidance must evolve to reflect emerging risks, including interference with Global Navigation Satellite Systems (GNSS); the growing use of advanced weapon systems, including those designed for military use, by a variety of actors in ways that endanger civil aviation; and weaponized UAS. Therefore, the Committee recommended that ICAO review Doc 10084 to address the identified gaps and heightened vulnerabilities.

13.13 The Committee noted that the lack of established protocols for information sharing related to conflict zones hindered effective coordination among relevant stakeholders, including aircraft operators and air navigation services providers. The Committee therefore supported global initiatives, such as the Safer Skies Initiative, as an effective means to share best practices and information, and invited Member States and relevant stakeholders to join such endeavours.

13.14 The Committee also stressed the importance of establishing structured frameworks for civil-military cooperation, recognizing the challenges inherent in engaging with military stakeholders. To that end, the ICAO Doc 10088 was identified as a key reference for fostering such cooperation, ensuring that States meet both national requirements and obligations under the Chicago Convention.

13.15 The Committee welcomed Canada's engagement and financial support for the development of an ICAO iPack on conflict zones, which should provide practical tools to assist States in efficiently mitigating safety and security risks to civil aviation over and near conflict zones. In particular, the Committee noted the need for the iPack to provide guidance and awareness on contingency coordination teams, which are designed to ensure the safety of civil aviation with minimal interruption to air traffic in the event of an airspace disruption due to a conflict zone.

13.16 Finally, the Committee considered international and regional efforts for States impacted by armed conflicts to restore air traffic services and mitigate the risks thereof. In that regard, the Committee commended Egypt's efforts in supporting conflict-affected States in restoring international air connectivity through aviation security collaboration and acknowledged such efforts as a practical model of the Strategic Goal of "No Country Left Behind." It encouraged ICAO and Member States to continue assisting those States recovering from crisis through structured bilateral assistance mechanisms that provide technical and operational support, in accordance with ICAO provisions and guidance material.

13.17 In conclusion, the Committee underscored ICAO's central leadership role in guiding the global civil aviation community to prioritize and strengthen the mitigation of risks associated with operations over or near conflict zones. While the Committee noted comments by some Member States, it agreed to submit for adoption by the Plenary a Resolution on *Addressing risks to civil aviation arising from conflict zones*, as proposed in the Appendix to WP/35, which, *inter alia*, calls for the development of a dedicated ICAO work programme on conflict zones to help States and operators mitigate risks and better manage airspace closure and reopening.

13.18 A few States expressed reservations with regard to the references to Azerbaijan Airlines Flight 8243 and Malaysia Airlines MH17 in WP/35 and in the draft resolution appended to the paper.

Resolution 13/3: Addressing risks to civil aviation arising from conflict zones

Recalling the tragic loss of Azerbaijan Airlines Flight 8243 on 25 December 2024, and noting with grave concern similar civil aircraft downing's over or near a conflict zone, including Ukraine International Airlines Flight 752 in 2020 and Malaysia Airlines Flight 17 in 2014;

Recalling Article 3 *bis* of the *Convention on International Civil Aviation* reaffirms the principle of non-use of weapons against civil aircraft in flight;

Recalling that in accordance with the Convention on International Civil Aviation and its Annexes thereto, Member States should take preventive measures in airspace controlled by them, including timely promulgation of prohibited, restricted or danger areas as appropriate, when military activities or conflict pose a risk to civil aviation;

Acknowledging the increased complexity of risk management over conflict zones, including the threats posed by the use of military or weaponized unmanned aircraft systems (UAS), global navigation satellite System (GNSS) radio frequency interferences (RFI), electronic warfare and air defence systems;

Recalling Assembly Resolution A41-8 that civil-military coordination should facilitate the sharing of relevant information with airspace users, especially for civil aircraft operations over or near conflict zones;

Recognizing the need for enhanced coordination, timely dissemination of risk information and decision making, and updated guidance for States and operators; and

Recalling that the ICAO Strategic Plan 2026-2050 has one of its essential aspirations to achieve zero fatalities in international aviation from accidents and acts of unlawful interference.

The Assembly:

1. *Strongly condemns* the use of weapons against civil aircraft in flight and reiterates that, in case of interception, the lives of persons on board and the safety of the aircraft must not be endangered;
2. *Reaffirms* that every State must refrain from resorting to the use of weapons against civil aircraft in flight as reflected in Article 3 *bis* of the *Convention on International Civil Aviation*;
3. *Urges* Member States, which have not yet done so, to ratify, as soon as possible, the Protocol incorporating Article 3 *bis* into the *Convention on International Civil Aviation*.
4. *Calls upon* Member States to identify, notify and take appropriate measures in airspace controlled by them, in accordance with the *Convention on International Civil Aviation* and its Annexes thereto, including timely promulgation of prohibited, restricted or danger areas as appropriate, when military activities or conflict pose a risk to civil aviation;
5. *Urges* Member States to share relevant information with air navigation services providers and aircraft operators under their authority, and ensure that they on a timely basis assess and mitigate risks posed to civil aircraft over or near conflict zones;
6. *Urges* Member States to call upon aircraft operators to ensure that their decision-making for flight planning includes updated risk assessment and appropriate risk mitigation measures, taking into account information regarding conflict zones by every reasonable means;
7. *Calls upon* Member States to improve and strengthen civil-military cooperation in air traffic management (ATM), and support the development and implementation of a regional ATM contingency management framework;
8. *Calls upon* Member States to support global initiatives, such as the Safer Skies Initiative, as an effective means to share best practices and information, including existing regional initiatives, and promote effective implementation of global standards and guidance on mitigating the risks conflict zones pose to civil aviation;
9. *Directs* the Council to continue to update relevant ICAO documents, including ICAO *Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones* (Doc 10084), to reflect current operational and technological threats, including attacks using weaponized unmanned aircraft systems (UAS), GNSS RFI and electronic warfare;
10. *Directs* the Council to ensure the development of a dedicated ICAO work programme on conflict zones in order to support crosscutting efforts within ICAO; and
11. *Directs* the Council to monitor the implementation of this Resolution and report progress to the next ordinary Session of the Assembly.

Experiences with Global Aviation Security Plan (GASeP) Engagement

13.19 In WP/370, Belize, on behalf of the Member States of Central American Corporation for Air Navigation Services (COCESNA), urges States to strengthen policies, strategies, and security measures for domestic commercial operations, to prevent and mitigate unlawful interference. States are encouraged to enhance threat detection at domestic airports, standardize security procedures in line with ICAO SARPs, raise awareness, train personnel and improve interagency coordination.

13.20 In WP/470, Bolivia describes the implementation of their new State Aviation Security Management System, which supported their preparation for a USAP-CMA audit. The system also includes a tool for the collection, processing and analysis of civil aviation security data. Bolivia promotes States to use digital tools for the management of security data as well as encourages the sharing of knowledge.

13.21 In WP/118, Brazil, co-sponsored by 16 Latin American Civil Aviation Commission (LACAC) Member States, highlights the work of its Aviation Security Team as a successful example of translating GASeP priorities into action, and presents Brazil's best practices in strengthening aviation security. States are encouraged to adopt similar measures to advance GASeP's global priorities.

13.22 In WP/398, Oman, reaffirms its commitment to aviation security and presents its demonstration of this, in particular through its commitment to aviation security training and the work of its security agencies, encourages international collaboration to exchange knowledge, expertise and resources.

13.23 In WP/239 Revision No. 1, Panama, co-sponsored by 14 LACAC Member States, describes the State's experience in implementing unilateral OSS with other States in the region. Recognizing that OSS depends on a robust validation programme and considering existing guidance and AVSEC Panel prioritization, the Committee is requested to consider a need for developing additional guidance by the relevant expert groups.

13.24 In WP/100, the African Civil Aviation Commission (AFCAC) on behalf of 54 African States, stresses that achieving aspirational goals requires stronger aviation security oversight and enhanced cooperation among States. The paper indicates that reaching the milestone of 65% of States attaining or exceeding 75% Effective Implementation (EI) within two years is ambitious but achievable with enhanced effort and focus.

Discussion

13.25 The Committee expressed its appreciation for WP/118 and WP/470, and for the valuable experiences shared therein regarding the alignment of national aviation security activities and systems in support of the GASeP. The Committee requested the Council, with the support of the relevant technical bodies, to explore additional avenues to assist States in making use of the GASeP, building on the experience-sharing mechanism of the Second Edition, and in promoting the exchange of best practices at the global level. Furthermore, the Committee took note of Oman's commitment to aviation security, as outlined in WP/398, and encouraged States, regional groups, and international organizations to take note of the expertise and facilities available for enhanced cooperation and collaboration.

13.26 In its consideration of WP/100, a few States questioned whether USAP-CMA data is the best tool to measure a State's progress towards reaching the GASeP milestones and Aspirational Goal. The Committee noted the challenges in ensuring that technical assistance is coordinated and made available to achieve the GASeP milestones that have been established, and the proposal to increase the frequency of USAP-CMA audits. The Committee cautioned against relying solely on increased audits and noted the limited resources of the USAP-CMA and recommended sharing the paper with the Task Force on the USAP

for consideration.. The Committee encouraged States to recognize the importance of all priority areas within the GASEP and emphasized the value of global collaboration and cooperation, particularly through initiatives such as information sharing and peer reviews, as highlighted in the paper.

13.27 With respect to the proposal outlined in WP/239 Revision No. 1, regarding the development of additional guidance and the provision of technical assistance to support States in implementing One-Stop Security (OSS), the Committee acknowledged the ongoing regional efforts to implement OSS arrangements through close collaboration and the sharing of best practice and expertise. The Committee noted the benefits of OSS arrangements in not duplicating security controls only if such arrangements ensure the highest levels of security are implemented and upheld over time and account for changes in threat and risk, innovations in aviation security practices and processes, and developments in advanced screening technologies. The Committee also noted the request for OSS arrangements between States to be made known to all States and industry stakeholders so that they can respond as appropriate, and encouraged Member States to be measured and mindful when entering and implementing OSS. Furthermore, the Committee expressed support for the message conveyed in WP/370, which reminded all States of the importance of ensuring that domestic aviation security operations are as robust and resilient as those applied to international operations, but noted comments made that ICAO's remit should remain focused on international civil aviation.

13.28 Finally, the Committee recognized the efforts and strong commitment from States and industry stakeholders to advance the GASEP, taking into account the aspirational goal and the global priorities, and giving some inspiration on future revisions/improvements to the GASEP.

Promoting innovation in aviation security

13.29 China, in WP/86, highlights its progress in using Artificial Intelligence (AI) for automated detection of prohibited items from X-ray screening images. The paper encourages exploring the application of AI-powered image recognition technology to enhance screening efficiency, including its integration with Open Architecture (OA) for security screening systems.

13.30 In WP/199, the Republic of Korea, co-sponsored by China, notes the growing use of AI in aviation security equipment, such as Automated Prohibited Item Detection Systems (APIDS) and intelligent metal detectors, which enhances threat detection, highlights the need for international guidance on performance certification of AI-enabled systems.

13.31 WP/79, presented by Saudi Arabia, stresses the rising complexity and security risks in the air cargo sector due to growing volumes and stakeholders, highlighting the need for digital transformation in line with the Global Aviation Security Plan (GASEP). The Committee was invited to consider the proposal for ICAO to organize an international symposium on digital transformation in aviation security, to be hosted by Saudi Arabia.

13.32 The United Arab Emirates emphasizes, in WP/419, the transformative potential of AI in aviation security and broader civil aviation, while noting associated risks. States were encouraged to strengthen collaboration with others and with industry to share information challenges on emerging AI trends to fully realize AI's potential for safer, more secure and more efficient air travel.

13.33 WP/233 Revision No. 1, presented by the Airports Council International (ACI), co-sponsored by Brazil, the International Air Transport Association (IATA), Jordan, and the United Arab Emirates, stresses the need for a harmonized, globally coordinated approach to testing and certifying advanced aviation security equipment through bilateral and multilateral cooperation. The paper recognizes ICAO's

role in assisting Member States to enhance collaboration, promote mutual recognition, and modernize certification frameworks.

Discussion

13.34 The Committee considered WP/86, WP/199 and WP/419 which address AI's transformative potential in aviation security, particularly in the areas of aviation security screening systems, certification, operational efficiency, risk awareness and workforce development. Taking note of the various initiatives on the subject carried out by States, such as the successful field pilots using AI for automated detection of prohibited items (APIDS), the Committee highlighted the need for harmonized certification frameworks and AI-specific performance evaluation methodologies, noting the increased certification requests for AI-integrated equipment yet recognizing certification as a State's responsibility.

13.35 The Committee acknowledged the importance of international cooperation and information sharing, while protecting sensitive information, in the ongoing efforts to develop and adopt AI for aviation security in a harmonized approach, particularly in security screening systems. The Committee consequently considered that sharing information and collaborating on testing for AI-enabled aviation security systems among States can help unify approaches and build trust in AI technologies. The Committee also noted a growing need for guidance on AI-specific performance evaluation methodologies and certification criteria.

13.36 Considering the aforementioned, the Committee welcomed the recent establishment of the AVSECP Task Force on AI (TF-AI) for developing comprehensive implementation strategies to make air travel more secure and efficient, recognizing it as the appropriate forum to address key issues, particularly information sharing, coordination, and the certification of AI-based functions. Due to the cross-cutting nature of AI technology in aviation, it also encouraged ICAO to coordinate its efforts on the matter with AVSECP and other relevant ICAO technical Panels and expert groups, as required. Furthermore, to ensure a responsible, ethical and unbiased use of AI technology in aviation security, the Committee stressed that all stakeholders should be mindful of the risks and limitations of such technology, and that caution and comprehensive understanding thereof is paramount.

13.37 In WP/79, the Committee considered the increase in the volume of cargo and rising complexity of air cargo supply chains. Noting the security challenges inherent with the rapid growth of the global air cargo sector, and the potential exploitation of security gaps and vulnerabilities, the Committee supported the general principles of digital transformation for air cargo security, and recommended to the relevant ICAO expert groups explore the possibility of organizing an event aimed at fostering such an initiative.

13.38 The Committee recognized the challenges in testing and certifying aviation security equipment, as well as the lack of a harmonized and globally coordinated approach thereon, as detailed in WP/233 Revision No. 1. Noting the need to ensure an effective coordination of efforts in testing and certification processes of security equipment, the Committee strongly supported actions for Member States and relevant stakeholders to strengthen cooperation through established or new collaborative mechanisms.

13.39 Furthermore, the Committee supported a proposal from ACI to amend the preamble of the consolidated statement to address the challenges in the current testing and certification framework for aviation security screening equipment. While this updated preamble read out from the floor supersedes that proposed in WP/233 Revision No. 1, the Committee also supported the two additions to the Operative Clauses of the consolidated statement, as found in Appendix A of that paper.

Prioritization of aviation security work

13.40 In WP/102, Australia, co-sponsored by Canada and the United States, stresses that the aviation sector faces a dynamic and increasingly complex range of threats. Given the rise of non-traditional threat actors, ICAO is encouraged to ensure stronger links between security, cybersecurity, and facilitation, calling on Member States and industry to collaborate closely through ICAO, particularly via the Aviation Security, Cybersecurity, and Facilitation Panels.

13.41 In WP/454, presented by Colombia, and co-sponsored by 16 Member States of the Latin American Civil Aviation Commission (LACAC) and the Interstate Aviation Committee (IAC), invites the ICAO Council and Member States, the ICAO Council and Member States are invited to prioritize regulation and control of unmanned aircraft systems (UAS) to protect safety, security, infrastructure and lives, by adopting regulatory frameworks, safe operating standards, stakeholder and public awareness strategies, a global system for sharing threat data, and inter-agency coordination to minimize risks of terrorist or illegal use.

13.42 In WP/111, Denmark, on behalf of the European Union and its Member States, the other Member States of ECAC, and EUROCONTROL, co-sponsored by Brazil, Kazakhstan, Peru and the International Business Aviation Council (IBAC), presents the opportunities offered by technological advancement and the importance of regulatory frameworks that allow for innovation. In this regard, the importance of targeted assistance to narrow the technological gap between States is underscored, as well as the essential role of a professional workforce in maintaining global aviation security. The Committee is invited to consider the need for a High-Level Aviation Security Conference during the upcoming triennium to reaffirm States' commitment to aviation security and the development of an ICAO Next Generation of Aviation Professionals AVSEC Strategy.

13.43 WP/482, presented by Oman, highlights that the increasing use of UAS has resulted in growing security challenges across the civil aviation ecosystem, and invites ICAO to develop harmonized rules for UAS to address emerging threats from unlawful UAS use, and to strengthen international cooperation and information sharing to counter cross-border risks.

13.44 Saudi Arabia, in WP/200, highlights the security challenges posed by Advanced Air Mobility (AAM) and related technologies such as UAS and Urban Air Mobility (UAM), including risks of unauthorized access, cyberattacks, and terrorist misuse.

13.45 WP/78 Revision No. 1, presented by the United Arab Emirates, and co-sponsored by Brazil, Jordan, Nigeria, Qatar, Republic of Korea, Saudi Arabia, Senegal, South Africa and the United States, underscores the importance of international cooperation, coordination, and support in aviation security. States are urged to strengthen collaboration in line with established principles and encourages voluntary contributions, resources and expert support to enhance capacity-building activities, including USAP-CMA, through the provision of short- and long-term experts.

13.46 The United Kingdom emphasizes, in WP/119, the need to prioritize ICAO's aviation security work amid persistent threats and limited resources. The Committee is invited to consider the need for multi-year aviation security objectives – to be further established and coordinated via the AVSECP, and also with the Secretariat to focus on high impact issues.

13.47 WP/117, presented by the African Civil Aviation Commission (AFCAC) on behalf of 54 African States, highlights the growing threat of unruly and disruptive passenger behaviour to aviation safety and operations both in-flight and at airports. The paper calls on States, organizations and ICAO to

strengthen legal frameworks, ensure consistent enforcement, enhance international cooperation and launch global awareness campaigns.

13.48 In WP/241, the International Air Transport Association (IATA) identifies areas for potential improvement in ICAO's aviation security bodies and guidance materials. In this context, the Assembly is invited to encourage all Member States, including those involved in ICAO security bodies, to utilize industry technical input to further enhance safety and security.

Discussion

13.49 As threats to civil aviation are becoming increasingly complex, involving non-traditional threat actors as noted in WP/102, Member States were urged to ensure that global response remains effective against these evolving threats. Emphasizing the importance of sustained focus on aviation security, the Committee encouraged closer collaboration between the Aviation Security, Facilitation, and Cybersecurity Panels.

13.50 Building on this, and noting WP/111, the Committee highlighted that addressing such evolving threats requires investment in both advanced technology and skilled professionals, however, noting that some States still require support in these areas. Accordingly, the Committee agreed that ICAO should consider developing a Next Generation Aviation Professional AVSEC Strategy to strengthen workforce capabilities globally. In view of all these priorities, there was broad support for convening a High-Level Aviation Security Conference (HLCAS/3) in the next triennium in Montréal, Canada, and the Committee recommended that the Assembly refer this matter to the Council concerning organization, agenda and modalities of the event.

13.51 Several papers, including WP/200, WP/454 and WP/482, highlighted risks from potential misuse of advanced air mobility and drones, emphasizing the need for harmonized regulations. The Committee called on Member States to strengthen national regulation where appropriate, and based on a threat and risk context for control and awareness of unmanned aircraft, enhance inter-agency coordination and share threat data globally. Draft guidelines were welcomed, and further examination of this matter by relevant ICAO expert groups was supported.

13.52 The Committee recognized that promoting aviation security requires international collaboration, coordination and support as noted in WP/78 Revision No. 1. Therefore, States were encouraged to provide voluntary contributions and resources, including aviation security experts for short- and long-term assignments, to support targeted capacity-building activities and the USAP-CMA. In this context, and mindful of resource constraints highlighted in WP/119, the Committee strongly supported the need for effective prioritization of aviation security work, and for the development of multi-year objectives coordinated via the AVSECP and the ICAO Secretariat as part of this prioritization process.

13.53 In addressing the growing issue of unruly passengers in WP/117, the Committee considered the need for consistent global action in accordance with applicable ICAO guidance, cooperative measures, and support for passenger awareness campaigns. Some States had concerns with a number of proposed actions in the paper and Committee considered that such matters require further review, noting that responsibility for this issue is distributed across several ICAO bodies, including the Legal Committee and technical expert groups. Specifically with regard to the proposal to review Annex 9 – *Facilitation* and Annex 17 – *Aviation Security* to address unruly passengers, the Committee recommended that the relevant ICAO expert groups, consider the way forward with regard to the proposals outlined in the paper.

13.54 Finally, the Committee commended the role of industry in providing input to ICAO and its technical bodies such as the AVSECP, as highlighted in WP/241. Such input remains essential, and States

were encouraged to continue making extensive use of industry contributions when developing provisions and improving guidance, particularly those actively involved in ICAO aviation security expert groups.

Aviation cybersecurity

13.55 WP/12 Revision No. 1, presented by the Council, provides an overview of ICAO's aviation cybersecurity activities during the past triennium and proposes updating Resolution A41-19 on Addressing Cybersecurity in Civil Aviation to highlight the need for enhanced protection and resilience against cyber threats, reflecting the ongoing development of ICAO's work in this area.

13.56 WP/240, presented by Brazil, outlines their initiatives to strengthen cyber resilience in line with ICAO's Aviation Cybersecurity Strategy, particularly Pillars 6 (Incident Management and Emergency Planning) and 7 (Capacity Building, Training, and Cybersecurity Culture) and invites States to foster cyber incident management plans and establish regular cyber drills with relevant stakeholders, based on their experiences.

13.57 WP/369, presented by Colombia and co-sponsored by 16 LACAC Member States, calls on States to strengthen cybersecurity by implementing ICAO's Aviation Cybersecurity Strategy and Cybersecurity Action Plan, tailored to national contexts through enhanced organizational culture, technological infrastructure, and regulatory frameworks, and proposes that ICAO develop a self-assessment tool for States to measure aviation cybersecurity maturity.

13.58 WP/371, presented by Cuba, and co-sponsored by 17 LACAC Member States, highlights the influence of human factors on the development and performance of aviation security personnel. Emphasis is placed on developing comprehensive strategies to strengthen both human factors and cybersecurity management, including alignment with Annex 17 and the ICAO Aviation Cybersecurity Strategy, underscoring the importance of international cooperation, risk assessment, continuous personnel training, and a robust cybersecurity culture.

13.59 WP/124, presented by Denmark on behalf of the European Union and its Member States, the other Member States of ECAC and EUROCONTROL, and co-sponsored by Brazil, Kazakhstan and Peru, emphasizes the need for a holistic approach to aviation cybersecurity to overcome fragmented risk mitigation efforts. Key principles include robust governance frameworks, integration of security-by-design into systems, proactive cyber risk management aligned with safety and security protocols, and competency-based training across all aviation disciplines.

13.60 WP/324, presented by El Salvador on behalf of the Member States of COCESNA, shares current cybersecurity practices within COCESNA Member States and identifies key areas for improvement to enhance resilience against emerging cyber threats, requesting ICAO to support States in establishing regulatory frameworks, strengthening staff competencies, and developing cyber resilience plans that support including cybersecurity into National Civil Aviation Security Programmes (NCASPs).

13.61 WP/101, presented by Morocco, highlights the importance of promoting coordination between civil aviation and cybersecurity authorities at the national level to ensure a harmonized approach. The paper notes that Action Item 2.4 of the ICAO Cybersecurity Action Plan (CyAP) is aimed at improving governance through such coordination mechanisms and encourages ICAO to consider developing further guidance on this matter.

13.62 WP/438, presented by Oman, outlines its experience in regulating aviation cybersecurity and engaging with Universal Security Audit Programme – Continuing Monitoring Approach (USAP-CMA), and encourages other States to consider its experience in establishing a uniform cybersecurity governance structure.

13.63 WP/453, presented by Venezuela and co-sponsored by 16 LACAC Member States, highlights the international nature of aviation cybersecurity which requires a collective, coordinated approach that considers individual capabilities of States as well as the regional context affecting the cyber threat landscape, and proposes the establishment of regional aviation cybersecurity groups in ICAO regions to bolster the implementation of ICAO provisions and guidance material.

13.64 WP/165, presented by the International Coordinating Council of Aerospace Industries Associations (ICCAIA) and the International Federation of Air Line Pilots' Associations (IFALPA), co-sponsored by the International Federation of Air Traffic Controllers' Associations (IFATCA), requests ICAO to establish an internal, coordinated governance framework addressing digital threats across safety, security, and operational disciplines, initially focusing on intentional and malicious threats. The paper also encourages ICAO to accelerate the development of Standards and guidance material to achieve consistent and effective cybersecurity performance across the aviation ecosystem.

Discussion

13.65 In discussing WP/12, the Committee noted with satisfaction the development of ICAO's work on aviation cybersecurity during the past triennium, and commended ICAO and its groups of experts on their work. In particular, the Committee welcomed the advancement of work to identify potential gaps in ICAO Standards in relation to aviation cybersecurity, as well as the continuous development of aviation cybersecurity policies, guidance material, capacity-building, and awareness initiatives.

13.66 The Committee reviewed the proposed Resolution 13/2 and agreed to recommend to the Assembly its adoption, with two amendments, to supersede Resolution A41-19 *Addressing Cybersecurity in Civil Aviation*.

Resolution 13/2: Addressing Cybersecurity in Civil Aviation

Whereas the global aviation system is a highly complex and integrated interconnected one system that comprises data, information and systems which that are critical for the safety, and security, efficiency and capacity of civil aviation operations;

Noting that the aviation sector is increasingly reliant on the availability, and integrity and confidentiality of data, information, data, and systems, and in certain circumstances, their confidentiality;

Recognizing that aviation cybersecurity is critical for the sustainable and efficient development of air transport and therefore should be prioritized and appropriately resourced;

Mindful that cyber threats to civil aviation are rapidly and continuously evolving and growing in scale, sophistication and frequency, that aviation continues to be a target for malicious actors perpetrators in both the cyber domain as in the and physical domains one, and that cyber threats can evolve to affect could pose significant risks to critical civil aviation's critical infrastructure, potentially jeopardizing aviation systems worldwide safety, security, efficiency or capacity;

~~Recognizing that not all cybersecurity events cyber incidents affecting the safety, security, efficiency or capacity of civil aviation are unlawful and/or intentionally targeting civil aviation;~~

Recognizing the multi-faceted and multi-disciplinary nature of cybersecurity challenges and solutions and noting that cyber risks can simultaneously affect, and spread through, a wide range of aviation areas ~~and spread rapidly~~;

~~Recognizing that not all cybersecurity events cyber incidents affecting the safety, security, efficiency or capacity of civil aviation are unlawful and/or intentionally targeting civil aviation;~~

Reaffirming the obligations under the *Convention on International Civil Aviation* (Chicago Convention) to ensure the safety, security and continuity of civil aviation;

Considering that the *Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing Convention) and *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing Protocol) would enhance the global legal framework for ~~criminalizing dealing with~~ cyber-attacks on international civil aviation ~~as crimes~~ and therefore wide ratification and implementation by States of those instruments by Member States would ensure that such attacks would be deterred and punished wherever ~~in the world~~ they occur;

Reaffirming the importance and urgency of ~~addressing enhancing the cybersecurity and cyber protection and resilience of civil aviation's critical systems, data, and information against data, information and systems to cyber threats and risks hazards, including common interfaces between civil and military aviation and other connected sectors;~~

Considering the need to work collaboratively towards the development of an effective and coordinated global ~~framework to address~~ aviation cybersecurity framework ~~and to address support the~~ cybersecurity and cyber resilience of the global aviation system ~~to the protection and resilience of the sector to~~ cyber threats and risks in a harmonized and consistent manner ~~that may jeopardize the safety and/or security of civil aviation;~~

Recognizing ICAO's leadership and work in ~~the fields of~~ aviation cybersecurity and cyber resilience across ~~the different~~ aviation disciplines;

Recognizing that aviation cybersecurity needs to be harmonized at the global, regional and national levels in ~~order to support ensure the consistency and full~~ interoperability of protection and resilience measures and processes ~~risk management systems;~~

Recognizing the importance for States ~~of to~~ developing and implement clear and comprehensive aviation cybersecurity plans, that address ~~national governance and accountability~~ laws, regulations, policies, procedures and measures for civil aviation cybersecurity, including the designation of a competent national authority responsible for aviation cybersecurity in coordination with concerned national authorities and agencies; ~~and~~

Acknowledging the value of relevant provisions, guidance material and initiatives, ~~action plans, publications and other media~~ designed to address cybersecurity issues in a collaborative and holistic manner; ~~and~~

Considering the outcomes of the 14th Air Navigation Conference held in Montréal from 26 August to 6 September 2024, as well as the provisions of the Muscat Declaration on Aviation Security and Aviation Cybersecurity which was adopted in Muscat – Oman on 11 December 2024.

The Assembly:

1. Urges Member States to ~~adopt and ratify and implement~~ the *Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing Convention) of 2010 and *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing Protocol) of 2010 as a means for dealing with cyber-attacks against civil aviation;
2. *Calls upon* States and industry stakeholders to take the following actions to address cyber threats to civil aviation:
 - a) implement the ICAO Aviation Cybersecurity Strategy, and make use of the ICAO Cybersecurity Action Plan as a tool to support ~~its the implementation of the Aviation Cybersecurity Strategy~~;
 - b) develop and implement national aviation cybersecurity plans that address strategic aviation cybersecurity objectives, governance and responsibilities, policies, communications, cyber risk management, incident response and recovery, identity management, capacity building and training, regulatory compliance and audits, monitoring and continuous improvement, documentation and record keeping, with the objective to address cyber threats and risks to civil aviation in a holistic manner across all aviation disciplines;
 - c) develop and implement processes and tools that support the implementation and monitoring of aviation cybersecurity plans;
 - d) ~~b)~~ designate the authority competent for aviation cybersecurity as part of the national aviation cybersecurity plan, and define the interaction between that authority and concerned national aviation and non-aviation agencies;
 - e) ~~e)~~ define the responsibilities of national agencies and industry stakeholders with regard to cybersecurity in civil aviation;
 - f) secure sufficient resources to ensure the availability and continuous training of qualified and competent aviation and cybersecurity professionals who would be able to regulate, operate, manage, maintain, and oversee the effective implementation of relevant aviation cybersecurity laws, regulations, policies, procedures and measures;
 - g) ~~el~~ develop and implement a robust cybersecurity risk management framework that integrates cyber risk management into ~~draws on~~ relevant safety, ~~and~~ security, efficiency and capacity risk management practices, and adopt a risk-based approach to enhance the protection and resilience of ~~protecting~~ critical civil aviation data, information and systems, ~~information, and data from~~ to cyber threats and risks;
 - h) ~~e)~~ establish laws, regulations, policies, procedures and measures ~~and instruments~~, as appropriate, and allocate adequate resources to ensure that, for critical aviation systems: system architectures are secure by design; systems are protected and resilient; data is secured and available in storage and while in use or in transfer; system monitoring, and ~~cyber~~ incident detection and reporting, methods are implemented; ~~cyber~~ incident response and recovery plans

are developed and practiced in coordination with established emergency response and crisis management plans; and forensic analysis of cyber incidents is carried out;

- i) ~~design and implement a robust~~ develop and implement practical actions to enhance cybersecurity culture across all civil aviation entities ~~across the civil aviation sector~~;
- f) ~~encourage government/industry coordination with regard to aviation cybersecurity strategies, policies, and plans, as well as sharing of information to help identify critical vulnerabilities that need to be addressed;~~
- j) ~~h) develop and participate as practical, in government/government and government/industry partnerships and mechanisms, nationally and internationally, for the systematic sharing of information on cyber threats, incidents, vulnerabilities, indicators of compromise, trends, and mitigations, best practices and lessons learned efforts;~~
- k) ~~g) encourage develop civil/military cooperation mechanisms with relevant national entities, including but not limited to military, law enforcement and cybersecurity authorities, with regard to identifying, protecting, and monitoring common vulnerabilities and data information flows at interfaces between civil and military that may affect civil aviation systems, and collaborate in the mitigation of, and preparedness for response to common cyber threats, and in response and recovery from cyber incidents; and~~
- j) ~~j) encourage States to continue contributing to ICAO in the development of international Standards, strategies, guidance and best practices to support advancing aviation cybersecurity and cyber resilience; and~~
- l) ~~k) continue collaborating and contributing to ICAO in the development of ICAO's aviation cybersecurity framework according to a horizontal, cross-cutting and functional approach involving aviation safety, aviation security, facilitation, air navigation, communication, surveillance, air traffic management, aircraft operations, airworthiness, and other all relevant aviation disciplines, in order to holistically address cyber threats and risks to aviation safety, security, efficiency and capacity.~~

3. *Instructs ICAO to:*

- a) continue to promote the universal ~~adoption and~~ ratification of the *Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing Convention) of 2010 and *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing Protocol) of 2010; and
- b) continue to ensure that aviation cybersecurity and cyber resilience matters are considered and coordinated in a cross-cutting and holistic manner through collaboration between all relevant ICAO bodies ~~the new mechanism in ICAO to address aviation cybersecurity~~.

4. *Declares that this resolution supersedes A41-19.*

13.67 The Committee recognized the importance of developing and practicing cyber incident response and recovery plans, as outlined in WP/240, to help States and stakeholders enhance their cybersecurity posture and respond effectively to cyber incidents, and recommended that the ICAO Council

refers the subject to the relevant ICAO expert groups to consider the experience of Brazil in their relevant work items.

13.68 The Committee acknowledged the value of adapting the ICAO Aviation Cybersecurity Strategy and the Cybersecurity Action Plan to national contexts to effectively address cyber threats and risks to civil aviation, as outlined in WP/369. In discussing the proposal for ICAO to develop a self-assessment tool to support States in assessing their aviation cybersecurity maturity, the Committee recognized the potential usefulness of the proposal and recommended that the ICAO Council refers the proposal to the relevant ICAO expert groups for consideration.

13.69 The Committee recognised the importance of human factors in addressing cyber threats and risks to civil aviation across aviation disciplines, including aviation security personnel, as outlined in WP/371. It agreed on the importance of international cooperation, cyber risk assessment, continuous personnel training, information sharing, and a robust cybersecurity culture, while highlighting the importance of balancing international initiatives with national requirements. The Committee agreed with the proposed actions in the paper, while expanding their scope to cover all aviation disciplines.

13.70 The Committee acknowledged the importance of a holistic approach to aviation cybersecurity, including robust governance frameworks, systems' security-by-design, cyber risk management aligned with safety and security practices, and competency-based training across all aviation disciplines, as outlined in WP/124. The Committee also agreed on the need for a collaborative approach in aviation cybersecurity training to leverage existing resources. The Committee invited ICAO to continue addressing aviation cybersecurity holistically across relevant aviation disciplines, while strengthening its work around Standards and Recommended Practices and policies and fostering a collaborative approach to capacity-building initiatives.

13.71 The Committee noted the experience of COCESNA Member States in enhancing the protection and resilience of civil aviation to cyber threats and risks, as outlined in WP/324. It recognised the value of cooperation, regulatory frameworks, information sharing, capacity building, and cyber incident management plans to enhance the cybersecurity posture of organizations, while agreeing to expand the scope of the actions presented in the paper to include all relevant aviation disciplines in support of a holistic approach to aviation cybersecurity. The Committee noted that careful consideration should be given to the sharing of confidential and sensitive information. It further recommended that the ICAO Council refers the proposal to the relevant ICAO expert groups for consideration.

13.72 The Committee acknowledged the importance of coordination between civil aviation and cybersecurity authorities at the national levels to support a consistent and harmonized approach to aviation cybersecurity, as outlined in WP/101, and encouraged ICAO to consider developing further guidance on this matter. As a result, the Committee recommended that the ICAO Council refers the proposal to the relevant ICAO expert groups for consideration.

13.73 The Committee discussed the proposals in WP/281 related to ensuring a proper governance structure for aviation cybersecurity. In that regard, the Committee agreed on the necessity for States to develop an adequate governance structure to coordinate the regulatory and oversight functions of aviation cybersecurity across the different aviation disciplines, and to ensure the coordination of the topic with aviation and non-aviation agencies and stakeholders on the national levels. However, given States' various governance structures to regulate and oversee aviation safety, security, efficiency, and cybersecurity, the Committee recognized the need for flexibility to States in identifying an appropriate national authority for aviation cybersecurity.

13.74 The Committee acknowledged the value of regional cooperation to further enhance the protection and resilience of aviation to cyber threats and risks as outlined WP/453. In discussing the proposal for dedicated aviation cybersecurity groups across all ICAO Regions, the Committee recalled Recommendation 4.2/1 of the 14th Air Navigation Conference, which recommended that States align aviation cybersecurity activities in the regional air navigation, safety, and security and facilitation plans through the coordination processes of the Planning and Implementation Regional Groups, Regional Aviation Safety Groups and Regional Aviation Security and Facilitation Groups. In line with the above, the Committee recommended that the ICAO Council develops and implements an adequate mechanism to strengthen regional cooperation in aviation cybersecurity, while also taking into consideration the availability of resources.

13.75 In discussing WP/165, the Committee agreed on the importance of addressing cyber threats and risks to civil aviation holistically, including ICAO's work, through a multi-disciplinary governance structure. The Committee cautioned against the use of the term "digital threat" which is not a defined term in ICAO aviation cybersecurity context, and noted that the governance structure established by ICAO for aviation cybersecurity as well as the work and mandate of the Council's Ad Hoc Cybersecurity Coordination Committee and the Cybersecurity Panel already responds to the proposal for a coordinated and holistic approach to cyber threats and risks across aviation disciplines. The Committee agreed with the proposal that ICAO accelerates the development of provisions and guidance on aviation cybersecurity, while recalling Recommendation 4.2/1 of the 14th Air Navigation Conference which called for timely, relevant and actionable guidance material to meet the needs of Member States and other aviation stakeholders. The Committee did not agree with the proposal for ICAO to strengthen awareness and communication on the coordinated treatment of cyber threats through its regional networks as that requires the organization to undertake an operational role beyond its mandate.

Agenda Item 14: Audit Programmes – Continuous Monitoring Approach

Implementation of the ICAO Continuous Monitoring Approach (CMA) audit programmes

14.1 During its discussions on A42-WP/4, the Committee expressed appreciation to ICAO and its Member States for their efforts in the successful implementation of both the Universal Safety Oversight Audit Programme (USOAP) CMA and Universal Security Audit Programme (USAP) CMA, while supporting enhanced coordination of their activities. The Committee agreed to urge Member States to remain fully engaged with the Organization's audit programmes and to refrain from requesting the postponement or cancellation of their audits except for compelling reasons, given the negative impact that such requests have on the programmes. The Committee also encouraged donors to continue providing voluntary contributions in support of these initiatives.

14.2 A42-WP/315 presented by New Zealand, and co-sponsored by Australia and Canada, proposed to establish a technical expert group to report back to the Council with recommendations for enhancements to both ICAO audit programmes, building on discussions at the Fourteenth Air Navigation Conference (AN-Conf/14) in 2024 and supporting the transition towards outcome-focused and risk-based auditing frameworks. The United States, in A42-WP/376, requested the risk-based prioritization of USOAP CMA activities, proposed the establishment of a permanent steering committee to support the continuous improvement of the USOAP CMA, and requested that ICAO implement the remaining recommendations made by expert groups. In reviewing these papers, the Committee noted the importance of maintaining discussions around each audit programme within its relevant expert group. Moreover, a Task Force on the USAP-CMA was already in operation and had been tasked to conduct a holistic review of the security audit programme and propose improvements to ensure it is risk-based, outcome-focused and efficient. The Committee noted the benefits of a periodic review of the USOAP CMA and supported the establishment

of a group to make recommendations to the Council on the USOAP CMA evolution, to remain relevant in an increasingly complex environment, be more data-driven, risk-informed, and outcome-focused, while ensuring its accountability and continuous improvement. The Committee thus agreed to refer the proposals presented in A42-WP/376 for the consideration of the group. To promote the efficient use of resources from Member States and ICAO, the Committee further recommended the establishment of a coordination mechanism between the USAP and USOAP groups to address common challenges and provide recommendations applicable to both audit programmes, thereby facilitating collaboration. The Committee highlighted that the minimum requirements set by Standards are applicable even when implementing risk-based oversight, and agreed to refer the proposals presented in A42-WP/315 for the consideration by both groups.

14.3 The Committee further noted that ICAO has adopted a risk-informed approach to prioritize States for USOAP and USAP activities since the adoption of the CMA and implemented enhancements based on expert group recommendations, taking into account resource availability and the need for continuous and harmonized operation of the programmes.

14.4 In A42-WP/436 Revision No.1, Bangladesh proposed that the oversight of Annex 9 – *Facilitation* be undertaken exclusively under the USAP-CMA, without using the USOAP CMA online framework for the completion of compliance checklists (CCs) and the Electronic Filing of Differences (EFOD) database. The Committee noted the importance of compliance with Annex 9 Standards to be notified via the EFOD, and that existing arrangements in this regard should be maintained. Furthermore, it would not be appropriate to audit all of Annex 9 under the USAP-CMA, given the variety of subjects covered under this Annex, some of which are audited under the USOAP CMA.

Evolution of the USOAP CMA

14.5 The Committee acknowledged the efficacy and relevance of the USOAP CMA, the safety improvements it generates globally, and the evolution plan managed under the streams of work as contained in A42-WP/5, presented by the Council of ICAO. The Committee welcomed the work planned and endorsed the streams of work and timelines proposed for the evolution of the USOAP CMA with certain amendments resulting from the discussions referred to in paragraph of 14.2 while noting the benefits of increased use of data for monitoring purposes allowing for a more risk- and performance-based approach and efficient use of resources. The Committee also noted the procedures addressing data management in the USOAP Online Framework (OLF).

14.6 In A42-WP/97, the United Arab Emirates proposed that ICAO formally recognize and deploy dangerous goods specialists as auditors within activities of the USOAP CMA. In A42-WP/265, Kazakhstan proposed that ICAO strengthen its audit methodology by integrating legal professionals, especially those with aviation law expertise, into audit teams to improve assessments of Critical Element (CE)-1: Primary Aviation Legislation and CE-8: Resolution of Safety Concerns. The Committee noted that adding an expert to USOAP activities represents a considerable increase in the cost per activity and will consequently increase the deficit in the allocated budget to USOAP activities. In particular to A42-WP/97, the Committee noted that the current structure of protocols within the USOAP CMA served the needs for auditing dangerous goods provisions. The Committee agreed to refer the issues raised in A42-WP/265 to the proposed expert group referred in para 14.2 for further consideration.

14.7 In A42-WP/497, Brazil, supported by Latin American Civil Aviation Commission (LACAC) Member States¹, proposed that ICAO develops a study to revise the Protocol Questions (PQs)

¹ Argentina, Belize, Bolivia (Plurinational State of), Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Paraguay, Peru, Uruguay, and Venezuela (Bolivarian Republic of).

related to the timely implementation of new Standards and Recommended Practices (SARPs) to better assess the integrity and quality of the national regulatory and legislative rulemaking processes, driving to a robust national decision-making process. The Committee noted that audit programmes should consider States' efforts to incorporate new Annexes and amendments into their national frameworks, which inherently takes time and deliberations, and agreed to refer the issues raised in this working paper to the relevant groups for further consideration.

14.8 In A42-WP/429, Jordan, on behalf of the Arab Civil Aviation Organization (ACAO) Member States², proposed States to shift from ad-hoc audit preparation to a systematic, continuous compliance monitoring approach. This would involve creating a dedicated compliance monitoring entity within national aviation oversight structures to ensure sustained readiness for ICAO audits. The Committee noted that States are sovereign in determining their administrative structure and means to discharge their functions and responsibilities regarding safety oversight. Under the CMA concept, the Committee noted that States are also expected to interact with ICAO on a continuous basis, providing updates to their data and information to allow ICAO to plan USOAP activities accordingly. In the *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735), ICAO provides guidance for these continuous interactions of States with the USOAP CMA.

14.9 A42-WP/388, presented by the International Air Transport Association (IATA) and the International Business Aviation Council (IBAC) and co-sponsored by Airports Council International (ACI), advocated for a more systematic use of safety intelligence, specifically from the USOAP CMA traditional activities and the State Safety Programme Implementation Assessment (SSPIA), to inform and evolve ICAO's SARPs and guidance material. The Committee recommended that ICAO develop a structured mechanism to ensure that ICAO expert groups are systematically informed of relevant safety intelligence resulting from USOAP activities.

14.10 A42-WP/68, presented by South Africa, proposed that ICAO improve the USOAP CMA by grouping Member States based on the size and complexity of their civil aviation activities in current reporting tools, such as iSTARS, allowing for more meaningful comparisons and better-targeted collaboration. The Committee recommended that ICAO enhance reports containing USOAP data and analysis to reflect the size and complexity of civil aviation activities amongst Member States.

14.11 A42-WP/69, also presented by South Africa, urged ICAO to reconsider the use of safety data and audit results from external stakeholders in USOAP CMA activities. The proposal advocated for relying solely on ICAO's USOAP CMA to evaluate States' safety oversight capabilities. The Committee noted that, consistent with the CMA principles and recommendations of expert groups, ICAO uses data and information not only from the USOAP and ICAO but also from external sources to prioritize States for USOAP activities and determine their scope. However, PQ status is only determined by a USOAP activity based on the evidence presented.

14.12 In A42-WP/437 Revision No. 1, the Russian Federation, co-sponsored by the Interstate Aviation Committee (IAC), called on ICAO to consider policy to ensure assignment and preservation of the Significant Safety Concern (SSC) status to the equality of opportunity for ICAO Member States in international air transport services, through a politically unbiased process based solely on technical considerations and transparency. It was further requested in the draft Assembly Resolution appended to the working paper that the Assembly "Rescinds Resolution A41-2" concerning Infractions of the Chicago Convention by the Russian Federation. The Committee noted that during the discussions of Agenda Item

² Algeria, Bahrain, Comoros, Djibouti, Egypt, Iraq, Jordan, Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Somalia, Sudan, Syrian Arab Republic, Tunisia, United Arab Emirates, and Yemen.

22 when considering A42-WP/53, the Committee had agreed to recommend to the Plenary to restate that Assembly Resolution A41-2 remains in force.

14.13 Information papers A42-WP/373 presented by IATA and A42-WP/604 presented by China were noted.

14.14 In light of the discussion, the Committee agreed to submit, for adoption by the Plenary the following resolution to supersede Assembly Resolution A40-13.

Resolution 14/1: The Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA)

Whereas the primary objective of the Organization-ICAO continues to be that of ensuring the safety of international civil aviation worldwide;

Whereas Article 37 of the Convention requires each Contracting State to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures and organization in relation to all matters in which such uniformity will facilitate and improve air navigation;

Whereas safety oversight, and the safety of international civil aviation in general, is the responsibility of Member States, both collectively and individually, it also depends on the active collaboration of ICAO, Member States, industry and all other stakeholders in the implementation of the Global Aviation Safety Plan (GASP);

Whereas the DGCA/06 Conference made recommendations to allow public access to appropriate information on safety oversight audits and to develop an additional mechanism to rapidly resolve significant safety concerns (SSCs) identified under the ICAO Universal Safety Oversight Audit Programme (USOAP);

Whereas the High-level Safety Conference 2010 (HLSC 2010) made recommendations for ICAO to develop criteria for the sharing of SSCs with interested stakeholders and to assess how the information on SSCs could be shared with the public in a form which would allow them to make an informed decision about the safety of air transportation;

Whereas the HLSC 2010 made recommendations for ICAO to enter into new agreements and amend existing agreements for the sharing of confidential safety information with international entities and organizations in order to reduce the burden on States caused by repetitive audits or inspections and to decrease the duplication of monitoring activities;

~~*Whereas* the Thirteenth Air Navigation Conference (AN Conf/13) made recommendations that were agreed by the Council to continue evolving the USOAP methodology, processes and tools, as well as to ensure that the continuous monitoring of the States remains robust, relevant and up to date;~~

Whereas the High-Level Conference on COVID-19 (HLCC) made recommendations for ICAO to integrate State Safety Programme Implementation Assessments (SSPIAs) with traditional USOAP CMA activities and noted the development of a data management framework for USOAP CMA, which contains, inter alia, procedures to use, manage and protect relevant USOAP information while supporting activities of Member States;

Recalling that the 32nd Session of the Assembly resolved that a universal safety oversight audit programme be established, comprising regular, mandatory, systematic and harmonized safety oversight audits to be carried out by ICAO;

~~Whereas the 39th Session of the Assembly agreed that ICAO establish an independent group to perform a structured review to identify adjustments to USOAP CMA with a view of further evolution and strengthening of the programme, taking into consideration the evolving safety strategy of ICAO and States' progress in implementing Annex 19 – Safety Management, in particular SSP requirements, and that the Council agreed to the recommendations resulting from that review with certain caveats to continue evolving the USOAP CMA;~~

Whereas the implementation of USOAP has been a major achievement for aviation safety, successfully meeting the mandate given by Resolutions A32-11 and A35-6 and providing the ability to evaluate Member States' oversight capabilities and identify areas of improvement;

Recalling that Assembly Resolution A33-8 requested the Council to ensure the long-term financial sustainability of USOAP, phasing in all of its activities into the Regular Programme budget;

Recalling the objectives of USOAP, which seeks to ensure that Member States are adequately discharging their responsibilities for safety oversight;

Recognizing that it is essential that USOAP continues to cover all safety-related Annex provisions in order to promote the adequate implementation of safety-related Standards and Recommended Practices;

Recognizing that the Secretary General has taken appropriate steps to ensure the establishment of an independent quality assurance mechanism to monitor and assess ~~programme~~ the USOAP quality;

Recognizing that the effective implementation of State action plans is essential to enhance the overall safety of global air navigation;

Recognizing the safety enhancement contributions resulting from audits, inspections, reviews, evaluations and/or assessments conducted by international and regional organizations, including those organizations that have agreements with ICAO such as the Airports Council International (ACI), the European Aviation Safety Agency (EASA), the European Commission (EC), the Flight Safety Foundation (FSF), the International Air Transport Association (IATA) and the European Organisation for the Safety of Air Navigation (EUROCONTROL);

Recognizing that transparency, ~~and the sharing and analysis~~ of safety information are among the fundamental tenets of a safe air transportation system; and

Recognizing that regional safety oversight organizations (RSOOs) have an important role in the USOAP CMA and that, wherever applicable, the word "States" below should be read to include RSOOs where an appropriately enabling legal framework is in place;

The Assembly:

1. *Expresses its appreciation* to the Council and the Secretary General on the successful evolution and implementation of the USOAP Continuous Monitoring Approach (CMA);
2. *Directs* the Secretary General to continue evolving the USOAP CMA into a more evidence-based, risk-informed and result-oriented programme to be applied on a universal basis in order to assess the

effectiveness and sustainability of States' safety oversight systems, as well as the progress of States in implementing safety management requirements, in particular State safety programmes (SSPs);

3. *Directs* the Secretary General to implement organizational improvements necessary to successfully manage the changes brought about by the long-term evolution of the ~~programme~~ USOAP CMA, in line with the recommendations of the ~~Group of Experts for a Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) Structured Review (GEUSR)~~ Ad hoc USOAP Advisory Group (USOAP-AG) as agreed by the Council and relevant recommendations of the ~~AN Conf/13 HLCC~~;

4. *Directs* the Secretary General to make effective use of the available continuous monitoring and auditing tools to ensure the targeted use of resources for the USOAP CMA;

45. *Directs* the Secretary General to ensure that the USOAP CMA continues to maintain as core elements the key safety provisions contained in Annex 1 — *Personnel Licensing*, Annex 2 — *Rules of the Air*, Annex 3 — *Meteorological Service for International Air Navigation*, Annex 4 — *Aeronautical Charts*, Annex 6 — *Operation of Aircraft*, Annex 7 — *Aircraft Nationality and Registration Marks*, Annex 8 — *Airworthiness of Aircraft*, Annex 10 — *Aeronautical Telecommunications*, Annex 11 — *Air Traffic Services*, Annex 12 — *Search and Rescue*, Annex 13 — *Aircraft Accident and Incident Investigation*, Annex 14 — *Aerodromes*, Annex 15 — *Aeronautical Information Services*, Annex 18 — *The Safe Transport of Dangerous Goods by Air* and Annex 19 — *Safety Management*;

56. *Directs* the Secretary General to ensure that the USOAP CMA abides by the principles of, *inter alia*, independence, universality, standardization and transparency to further strengthen global acceptance of the programme and its results;

7. *Directs* the Secretary General to analyze the reasons for low or non-sustainable State's effective implementation of a safety oversight system and identify appropriate means to enhance effectiveness;

68. *Directs* the Secretary General to continue to ensure the maintenance of the quality assurance mechanism established to monitor and assess ~~programme~~ the USOAP CMA quality, and the transparency of all aspects of the continuous monitoring process;

79. *Directs* the Secretary General to continue the sharing of SSCs, in accordance with established procedures on the sharing of safety information, with interested stakeholders and the public to allow them to make an informed decision about the safety of air transportation;

810. *Directs* the Secretary General to make all safety oversight-related information generated by the USOAP CMA available to all Member States through the ~~ICAO restricted website~~ USOAP online framework (OLF);

11. *Directs* the Secretary General to implement the data management procedures addressing the collection, storage, usage, management, sharing and protection of USOAP data and information in the OLF;

9-12. *Directs* the Secretary General to continue to foster coordination and cooperation between USOAP CMA and the audit programmes of other organizations related to aviation safety for the purpose of sharing confidential safety information in order to reduce the burden on States caused by repetitive audits or inspections; ~~and to decrease the duplication of efforts and find synergies to enhance the efficiency of the USOAP CMA monitoring activities~~;

10-13. *Directs* the Secretary General to continue facilitating the sharing of safety-critical information with Member States, industry and other stakeholders, through appropriate secure websites;

11-14. *Urges* all Member States to support ICAO in the evolution of the USOAP CMA and, for those able to do so, to second qualified and experienced technical staff to ICAO on a long- or short-term basis, with a view to enabling the Organization to continue to successfully operate the ~~programme~~ USOAP CMA;

15. *Urges* Member States, international organizations, donors and relevant stakeholders to provide voluntary contributions to support the evolution and operation of the USOAP CMA;

12-16. *Urges* all Member States to submit to ICAO, in a timely manner, and keep up to date all the information and documentation requested by ICAO for the purpose of ensuring the effective operation of the USOAP CMA;

13-17. *Urges* all Member States to cooperate with ICAO and as much as practicable to accept USOAP CMA activities, ~~as scheduled~~, including audits, validation missions, ~~and~~ off-site validation activities ~~and SSP implementation assessments~~, in order to facilitate the smooth functioning of the USOAP CMA;

14-18. *Urges* all Member States to implement corrective action plans to address the findings identified during USOAP CMA activities;

15-19. *Urges* all Member States to share with other Member States critical safety information which may have an impact on the safety of international air navigation and to facilitate access to all relevant safety information;

16-20. *Encourages* Member States to make full use of available safety information when performing their safety oversight functions, including during inspections as provided for in Article 16 of the Convention;

17-21. *Reminds* Member States of the need for surveillance of all aircraft operations, including foreign aircraft within their territory, and to take appropriate action when necessary to preserve safety;

18-22. *Directs* the Council to prioritize the work on the evolution of the USOAP CMA, ~~and~~ strive for adequate human and financial resources to be made available to the ~~programme~~ USOAP CMA, ~~as well as and to report to the next ordinary session of the Assembly on the~~ its evolution and performance ~~of the USOAP CMA~~; and

19-23. *Declares* that this resolution supersedes Resolution A37-5-A40-13.

Developments related to the USAP-CMA

14.15 In A42-WP/486 Revision No.1 (EN only), the Russian Federation supported the enhancement of both international and national oversight systems and requested that ICAO explore the possibility of integrating State corrective action plan (CAP) implementation status when assessing the sustainability of State oversight performance and the implementation of GASeP milestones. The Committee noted that a Task Force on the USAP-CMA has been created to conduct a holistic review and agreed that the proposal should be referred to this Task Force for consideration under its work programme.

Agenda Item 15: Environmental Protection – General provisions, Aircraft Noise and Local Air Quality

15.1 At its fourth meeting, the Executive Committee considered the subject of environmental protection on the basis of progress reports by the Council on the Organization's work on general provisions, aircraft noise and local air quality, and considered the Council's proposals to update Resolution A41-20, *Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality* (WP/24). In addition, there were three papers submitted by States and Observers, namely WPs 340, 476 and 578.

15.2 In WP/24, the Council reported on progress made by ICAO since the 41st Session of the Assembly in the field of civil aviation and the environment, including trends in aircraft noise and emissions, the development of Standards and Recommended Practices (SARPs) and guidance, and relevant developments in other United Nations bodies and international organizations. In addition, the Council proposed revisions to Assembly Resolution A41-20, in light of the developments since the last Assembly. The revisions proposed in the Assembly Resolution arise mainly from the work carried out by ICAO, in cooperation with other organizations and from the outcome of the activities conducted by the Committee on Aviation Environmental Protection (CAEP).

15.3 One State raised concerns that the balance among environmental benefits, technical feasibility and economic costs should be considered during the update of standards.

15.4 In WP/476, the Russian Federation, co-sponsored by the Interstate Aviation Committee (IAC), invited the Assembly to exclude any mention of variable noise reduction systems (VNRS) from the proposed new landing and take-off (LTO) noise standard for supersonic transport (SST) due to a lack of consideration for safety, which would require further study. The Russian Federation invited the Assembly to postpone further coordination of the proposed new LTO noise standard for SST pending further study of the relationship between safety issues, airworthiness standards and the noise limits for SST. The Russian Federation also invited the Assembly to instruct the ICAO Council on the need for closer coordination with relevant Air Navigation Commission (ANC) panels, and to consider establishing an ICAO coordination group among ANC and CAEP experts. It was clarified that, following the preliminary review by ANC in June 2025, the proposed amendments to Annex 16, Volume I that have been referred to Member States and international organizations do not include VNRS, and that coordination between CAEP and relevant ANC panels regarding potential safety implications has already been initiated.

15.5 The Committee noted information paper WP/578 by China, presenting innovative practices in civil aviation plastic pollution governance in China, notably promoting the reduction of single-use plastic products, intelligent and standardized recycling and transportation of plastic waste. The Committee also noted information paper WP/340 by the International Air Transport Association (IATA) on the challenges of plastic management in aviation and the need for a sectoral approach to sustainable plastic management, recognizing the ongoing global developments in plastic management and the need for proactive contributions of the aviation sector in this area.

15.6 The Committee acknowledged the substantial progress achieved by ICAO since the last Assembly in addressing the impact of noise, local air quality and global climate emissions, and agreed to request ICAO to prepare for the timely update and development of relevant ICAO environmental SARPs and guidance, as appropriate. Regarding work on SST SARPs development, the Committee acknowledged the already ongoing coordination under the auspices of ICAO and agreed to move forward in line with the usual process already in place for SARPs amendments.

15.7 The Committee agreed to recommend that the Assembly adopt the Resolution attached to WP/24 with amendments to Appendix B, operative paragraph 13, as follows:

Resolution 15/1: Consolidated statement of continuing ICAO policies and practices related to environmental protection - General provisions, noise and local air quality

Whereas in Resolution ~~A41-20A40-17~~ the Assembly resolved to continue to adopt at each ordinary Session a consolidated statement of continuing ICAO policies and practices related to environmental protection;

Whereas Resolution ~~A41-20A40-17~~ consists of an introductory text and a number of Appendices concerning specific but interrelated subjects; and

Considering the need to reflect developments that have taken place since the ~~41st~~^{40th} Session of the Assembly in the field of aircraft noise and engine emissions;

The Assembly:

1. *Resolves* that the Appendices attached to this Resolution and listed below, together with ~~A42-xxA41-21: Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change and A42-xxA41-22: Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)~~, constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection, as these policies exist at the close of the ~~42nd~~^{41st} Session of the Assembly:

Appendix A — General

Appendix B — Development of Standards, Recommended Practices and Procedures and/or guidance material relating to the quality of the environment

Appendix C — Policies and programmes based on a “balanced approach” to aircraft noise management

Appendix D — Phase-out of subsonic jet aircraft which exceed the noise levels in Volume I of Annex 16

Appendix E — Local noise-related operating restrictions at airports

Appendix F — Land-use planning and management

Appendix G — Supersonic aircraft — The problem of sonic boom

Appendix H — Aviation impact on local air quality

2. *Requests* the Council to submit the ICAO policies and practices related to environmental protection for review at each ordinary session of the Assembly; and

3. *Declares* that this Resolution, together with ~~A42-xxA41-21: Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change, and A42-xxA41-22: Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)~~, supersedes Resolutions ~~A41-20, A41-21 and A41-22A40-17, A40-18 and A40-19~~.

APPENDIX A

General

Whereas the preamble to the *Convention on International Civil Aviation* states that “the future development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world . . .” and Article 44 of that Convention states that ICAO should “develop the principles and techniques of international air navigation and . . . foster the planning and development of international air transport so as to . . . meet the needs of the peoples of the world for safe, regular, efficient and economical air transport”;

Whereas many of the adverse environmental effects of civil aviation activity can be reduced by the application of comprehensive measures embracing technological improvements, more efficient air traffic management and operational procedures, aircraft recycling, the use of clean, renewable and sustainable energy sources, the appropriate use of airport planning, land-use planning and management, community engagement and market-based measures;

Whereas all ICAO Member States agreed to continue to pursue all aviation matters related to the environment and also maintain the initiative in developing policy guidance on these matters, and not leave such initiatives to other organizations;

Whereas other international organizations are emphasizing the importance of environmental policies affecting air transport;

Whereas the sustainable growth of aviation is important for future economic growth and development, trade and commerce, cultural exchange and understanding among peoples and nations; therefore prompt action must be taken to ensure that it is compatible with the quality of the environment and develops in ways that alleviate adverse impacts;

Recognizing that the work of the Organization on the environment contributes to 14 of 17 United Nations Sustainable Development Goals (SDGs);

Whereas reliable and best available information on the environmental effects of aviation is essential for the development of policy by ICAO and its Member States;

Acknowledging that substantial progress has been achieved in addressing the effects of aviation on the environment, and that aircraft produced today are 80 per cent more fuel efficient and 75 per cent quieter than they were in the 1960s;

Recognizing that new innovative technologies and energy sources for aviation are under development in a fast pace, and much work by ICAO will be required to keep pace with the timely environmental certification of such new technologies, as appropriate;

Whereas as far as there are recognized interdependencies of the environmental effects from aviation, such as noise and engine emissions, they need to be considered when defining source control and operational mitigation policies;

Whereas airspace management and design can play a role in addressing the impacts of aviation greenhouse gas emissions on the global climate, and the related economic and institutional issues need to be addressed by States, either individually or collectively on a regional basis;

Whereas cooperation with other international organizations is important to progress the understanding of aviation's impacts on the environment and in order to develop the appropriate policies to address these impacts;

Recognizing the importance of a resilient air transport system that can adapt its infrastructure and operations to a changing climate;

Recognizing the importance of research and development in fuel efficiency and aviation fuels that will enable international air transport operations with a lower environmental impact, both in terms of local air quality and the global climate; and

Noting the importance of updated information on the present and future impact of aircraft noise and aircraft emissions, as provided in the ICAO global environmental trends, as well as other ICAO assessment reports, such as the *ICAO Report on the Feasibility of a Long-Term Aspirational Goal for International Civil Aviation CO₂ Emission Reduction*, to support decision-making on environmental matters;

The Assembly:

1. *Declares* that ICAO, as the lead United Nations (UN) agency in matters involving international civil aviation, is conscious of and will continue to address the adverse environmental impacts that may be related to civil aviation activity and acknowledges its responsibility and that of its Member States to achieve maximum compatibility between the safe and orderly development of civil aviation and the quality of the environment. In carrying out its responsibilities, ICAO and its Member States will strive to:

- a) limit or reduce the number of people affected by significant aircraft noise;
- b) limit or reduce the impact of aviation emissions on local air quality;
- c) limit or reduce the impact of aviation greenhouse gas emissions on the global climate; and
- d) ensure future resilience of air transport by adapting its infrastructure and operations to the consequences of climate change.

2. *Emphasizes* the importance of ICAO continuing to demonstrate its leadership role on all international civil aviation matters related to the environment and requests the Council to maintain the initiative in developing policy guidance on these matters, which recognizes the seriousness of the challenges which the sector faces;

3. *Requests* the Council to continue to assess regularly the present and future impact of aircraft noise and aircraft engine emissions and to continue to develop tools for this purpose;

4. *Requests* the Council to continue to closely follow-up innovative technologies and new energy sources for aviation to prepare for the timely environmental certification of such technologies, as appropriate, including through the ICAO Stocktaking process;

5. *Welcomes the development and update launch of the ICAO tracker tools on innovations that can generate in-sector CO₂ emissions reductions, and requests the Council to keep track and update the tools, as appropriate;*
6. *Requests the Council to maintain and update knowledge of the interdependencies and trade-offs related to measures to mitigate the impact of aviation on the environment so as to optimize decision-making;*
7. *Requests the Council to establish a set of aviation environmental indicators which States could use to evaluate the performance of aviation operations and the effectiveness of standards, policies and measures to mitigate aviation's impacts on the environment;*
8. *Requests the Council to disseminate information on the present and future impact and trends of aircraft noise, aircraft fuel consumption, aviation system fuel efficiency, and aircraft engine Particulate Matter (PM) and Oxides of Nitrogen (NOx) emissions, reflecting the work of the Organization, action plans submitted by States, the ICAO Global Air Navigation Plan, ICAO Standards and Recommended Practices, and ICAO policy and guidance material in the environmental field, in an appropriate manner, such as through regular reporting and workshops, including through coordination with the ICAO Regional Offices;*
9. *Invites States to continue their active support for ICAO's environment-related activities, and urges Member States to support activities not foreseen in the budget by providing a reasonable level of voluntary contributions;*
10. *Invites States and international organizations to provide the necessary scientific information and data to enable ICAO to substantiate its work in this field;*
11. *Welcomes the establishment transition of the ICAO Global Coalition on Sustainable Aviation into the ICAO ACT-LTAG as a programme for forum of stakeholders to facilitate the development of new ideas and accelerate the implementation of environmental innovative solutions, and requests the Council to encourage more stakeholders to join the ACT-LTAG once established Coalition;*
12. *Encourages the Council to continue to cooperate closely with international organizations and other UN bodies on the understanding of aviation impacts on the environment and on the establishment of policies to address such impacts, as well as on contributing to the UN Sustainable Development Goals (SDGs) including those related to plastic pollution and biodiversity loss; and*
13. *Urges States to refrain from environmental measures that would adversely affect the orderly and sustainable development of international civil aviation.*

APPENDIX B

Development of Standards, Recommended Practices and Procedures and/or guidance material relating to the quality of the environment

Whereas the problem of aircraft noise in the vicinity of many of the world's airports, which continues to arouse public concern and limit airport infrastructure development, requires appropriate action;

Whereas the scientific community is improving the understanding of uncertainties associated with the environmental impact of aircraft emissions at both the local and global levels, this impact remains a cause of concern and requires appropriate action;

Recognizing that there are interdependencies related to technology, design and operations of aircraft when addressing concerns related to noise, local air quality, and climate change;

Whereas the Council has established a Committee on Aviation Environmental Protection (CAEP) for the purpose of assisting in the further development of Standards, Recommended Practices and Procedures and/or guidance material on aircraft noise and engine emissions;

*Whereas the Council has adopted Annex 16, Volume I — *Aircraft Noise*, which comprises noise certification Standards for subsonic aircraft (except short take-off and landing and/or vertical take-off and landing aeroplanes) and has notified Member States of this action;*

*Whereas the Council has adopted Annex 16, Volume II — *Aircraft Engine Emissions*, which comprises emissions certification Standards for aircraft engines and has notified Member States of this action;*

*Whereas the Council has adopted Annex 16, Volume III — *Aeroplane CO₂ Emissions*, which comprises CO₂ emissions certification Standards for aeroplanes and has notified Member States of this action;*

Recognizing that the non-volatile particulate matter (nvPM) emissions certification Standard and CO₂ emissions certification Standard are a technical comparison of aviation technologies designed for use in nvPM emissions certification and CO₂ emissions certification processes, respectively, and were not designed to serve as a basis for operating restrictions or emissions levies;

Whereas ICAO policy guidance on measures to address environmental concerns related to aircraft noise and engine emissions has been developed, amended and published;

Recognizing the recommendation by CAEP on new, more stringent standards for aeroplane CO₂ emissions;

Recognizing the recommendation by CAEP on a new, more stringent Landing and Take-Off (LTO) noise certification Standard for subsonic aircraft;

Recognizing the work of CAEP on its first independent expert integrated review of aircraft and engine technologies and the development of medium-term (2027) and long-term (2037) technology goals for noise, fuel burn and emissions;

Acknowledging the need for the timely update and development of relevant ICAO environmental Standards and Recommended Practices (SARPs) and guidance for new advanced aircraft technologies, as appropriate; and

Recognizing new innovative technologies and energy sources for aviation being under development in a fast pace, including hybrid, electric and hydrogen aircraft;

The Assembly:

1. *Welcomes the continuing benefits of the more stringent aircraft noise Standard in Annex 16, Volume I, Chapter 14 that became applicable on 31 December 2017 and 31 December 2020 for aircraft less than 55 tonnes maximum take-off mass (MTOM);*

2. *Welcomes the adoption by the Council in March 2014 of the new Standard for noise which became applicable for tilt-rotors on or after 1 January 2018;*

3. *Welcomes the benefits of the ICAO aeroplane CO₂ Standard which became applicable on 1 January 2020 for new aeroplane types, except those new aeroplane types of less than or equal to 60 tonnes MTOM*

and with a maximum passenger seating capacity of 19 seats or less, which became will become applicable on 1 January 2023;

4. *Welcomes* the benefits of the ICAO aeroplane CO₂ Standard which became will become applicable on 1 January 2023 for in-production aeroplanes with a production cut-off date of 1 January 2028;

5. *Welcomes* the development by CAEP of the new, more stringent Standard for aeroplane CO₂ emissions that, once adopted, will be part of Annex 16, Volume III;

6. *Welcomes* the development by CAEP of the new, more stringent noise Standard for new subsonic aeroplane types that, once adopted, will be part of Annex 16, Volume I;

5. *Welcomes* the benefits of the initial nvPM mass emissions Standard for all turbofan and turbojet aircraft engines with rated thrust greater than 26.7 kN and for which the date of manufacture of the individual engine is on or after 1 January 2020;

67. *Welcomes* the benefits the adoption by the Council in March 2020 of the new mass and number Standard for non-volatile particulate matter (nvPM) emissions that is became applicable to new and in-production engine designs of rated thrust greater than 26.7 kN from 1 January 2023;

78. *Urges* States to recognize that the nvPM and CO₂ emissions certification Standards were not designed to serve as a basis for operating restrictions or emissions levies;

89. *Requests* the Council, with the assistance and cooperation of other bodies of the Organization and of other international organizations, to continue with vigour the work related to the development of Standards, Recommended Practices and Procedures and/or guidance material dealing with the impact of aviation on the environment;

10. *Calls on* the Council to monitor closely the technological improvements that reduce the level of aircraft noise and emissions, and to update regularly the relevant Standards accordingly;

911. *Requests* the Council to closely follow-up innovative technologies and new energy sources for aviation to prepare for the timely environmental certification of such technologies, as appropriate;

1012. *Requests* the Council to ensure that CAEP pursues its work programme in the noise and emissions fields expeditiously in order that appropriate solutions can be developed as quickly as possible, and that the necessary resources are made available to do so;

1113. *Urges* Member States from regions of the world that are currently under-represented in CAEP to mobilize the required experts to participate in the Committee's technical work;

1214. *Requests* the Council to provide States and international organizations information on available measures to reduce the impact of aviation operations on the environment so that action can be taken using the appropriate measures;

1315. *Urges* Member States to follow, where appropriate, the ICAO provisions developed pursuant to Resolving Clause 89 of this Appendix; and

1416. *Requests* the Council to continue the work on developing and employing scenarios for assessing the future environmental impact of aviation emissions and to cooperate with other international organizations in this area.

APPENDIX C

Policies and programmes based on a “balanced approach” to aircraft noise management

Whereas a goal of ICAO is to promote the highest practicable degree of consistency in international civil aviation, including environmental regulations;

Whereas the uncoordinated development of national and regional policies and programmes for the alleviation of aircraft noise could hinder the role of civil aviation in economic development;

Whereas the severity of the aircraft noise problem at many airports has given rise to measures which limit aircraft operations and has provoked vigorous opposition to the expansion of existing airports or construction of new airports;

Whereas ICAO has accepted full responsibility for pursuing a course aimed at achieving maximum compatibility between the safe, economically effective and orderly development of civil aviation and the quality of the environment, and is actively pursuing the concept of a “balanced approach” for the reduction of aircraft noise and guidance on how States might apply such an approach;

Whereas the balanced approach to noise management developed by ICAO consists of identifying the noise problem at an airport and then analysing the various measures available to reduce noise through the exploration of four principal elements, namely reduction at source, land-use planning and management, noise abatement operational procedures and operating restrictions, with the goal of addressing the noise problem in the most cost-effective manner;

Whereas the assessment of present and future impact of aviation noise is an essential tool for the development of policy by ICAO and its Member States;

Whereas the process for implementation and decisions between elements of the balanced approach is for Member States and it is ultimately the responsibility of individual States to develop appropriate solutions to the noise problems at their airports, with due regard to ICAO rules and policies;

Whereas ICAO Circular 351, *Community Engagement for Aviation Environmental Management*, highlights the role of community engagement as an essential component of a comprehensive noise management policy;

Whereas the ICAO guidance developed to assist States in implementing the balanced approach [*Guidance on the Balanced Approach to Aircraft Noise Management* (Doc 9829)] has been subsequently updated;

Recognizing that solutions to noise problems need to be tailored to the specific characteristics of the airport concerned, which calls for an airport-by-airport approach, and that similar solutions could be applied if similar noise problems are identified at airports;

Recognizing that measures to address noise may have significant cost implications for operators and other stakeholders, particularly those from developing countries;

Recognizing that States have relevant legal obligations, existing agreements, current laws and established policies which may influence their implementation of the ICAO “balanced approach”;

Recognizing that some States may also have wider policies on noise management;

Recognizing the approval of the new Manual on Operational Opportunities to Reduce Aircraft Noise (Doc 10177);

Considering that the improvements in the noise climate achieved at many airports through the replacement of Chapter 2-compliant aircraft (aircraft which comply with the noise certification Standards in Volume I, Chapter 2 of Annex 16 but which exceed the noise levels in Volume I, Chapter 3 of Annex 16) by quieter aircraft should be safeguarded by taking account of the sustainability of future growth and should not be eroded by incompatible urban encroachment around airports; and

Take note that the CAEP analysis of Trends in aircraft noise show that, under an advanced technology improvements scenario, an increase in aircraft operations may no longer result in an increase in noise contour area after 2030, if a number of ambitious actions are carried out by ICAO Member States to realize this scenario;

The Assembly:

1. *Calls upon* all ICAO Member States and international organizations to recognize the leading role of ICAO in dealing with the problems of aircraft noise;

2. *Welcomes* the progress achieved to date in addressing aircraft noise and encourages States, manufacturers and operators to continue to engage in the work of ICAO in addressing aircraft noise, and to continue to pursue technologies and policies that reduce the impact of aircraft noise in the communities that surround airports;

3. *Urges* States to:

a) adopt a balanced approach to noise management, taking full account of ICAO guidance (Doc 9829), relevant legal obligations, existing agreements, current laws and established policies, when addressing noise problems at their international airports;

b) institute or oversee a transparent process when considering measures to alleviate noise, including:

1) assessment of the noise problem at the airport concerned based on objective, measurable criteria and other relevant factors;

2) evaluation of the likely costs and benefits of the various measures available and, based on that evaluation, selection of measures with the goal to achieve maximum environmental benefit most cost-effectively; and

3) provision for dissemination of the evaluation results, for consultation with stakeholders and for dispute resolution;

4. *Encourages* States to:

a) promote and support studies, research and technology programmes aimed at reducing noise at source or by other means taking into account interdependencies with other environmental concerns;

- b) apply land-use planning and management policies to limit the encroachment of incompatible development into noise-sensitive areas and mitigation measures for areas affected by noise, consistent with Appendix F to this Resolution;
- c) apply noise abatement operational procedures, to the extent possible without affecting safety and considering interdependencies with other environmental concerns; and
- d) not apply operating restrictions as a first resort but only after consideration of the benefits to be gained from other elements of the balanced approach and in a manner which is consistent with Appendix E to this Resolution and taking into account the possible impact of such restrictions at other airports;

5. *Requests* States to:

- a) work closely together to ensure the harmonization of programmes, plans and policies to the extent possible;
- b) engage with communities on a timely and consistent basis, as per the principles defined in ICAO Circular 351;
- c) ensure that the application of any measures to alleviate noise are consistent with the non-discrimination principle in Article 15 of the Chicago Convention; and
- d) take into consideration the particular economic conditions of developing countries;

6. *Invites* States to keep the Council informed of their policies and programmes to alleviate the problem of aircraft noise in international civil aviation;

7. *Requests* the Council to:

- a) assess continuously the evolution of the impact of aircraft noise;
- b) ensure that the guidance on the balanced approach in Doc 9829 is current and responsive to the requirements of States;
- c) ensure that appropriate guidance on community engagement is made available to States and maintained; and
- d) promote the use of the balanced approach, for example through workshops; and

8. *Calls* upon States to provide appropriate support for this work on ICAO guidance and any additional work on methodologies, and for the assessment of the impact or effectiveness of measures under the balanced approach as necessary.

APPENDIX D

Phase-out of subsonic jet aircraft which exceed the noise levels in Volume I of Annex 16

Whereas certification standards for subsonic jet aircraft noise levels are specified in Volume I of Annex 16;

Whereas for the purpose of this Appendix, a phase-out is defined as withdrawal of a noise-based category of aircraft from international operations at all airports in one or more States;

Whereas the Committee on Aviation Environmental Protection has concluded that a general phase-out of Chapter 3 aircraft operations by all the countries which imposed a phase-out on operations of Chapter 2 aircraft is not supported on cost-benefit grounds and had undertaken the work that led to the recommendation of a new noise certification standard in Volume I of Annex 16 on the understanding that a new phase-out should not be considered;

Whereas some States have implemented or initiated phase-outs of aircraft which exceed the noise levels in Volume I, Chapter 3 of Annex 16, or are considering so doing;

Recognizing that the noise standards in Annex 16 are not intended to introduce operating restrictions on aircraft;

Recognizing that operating restrictions on existing aircraft may increase the costs of airlines and could impose a heavy economic burden, particularly on aircraft operators which may not have the financial resources to re-equip their fleets, such as those from developing countries; and

Considering that resolution of problems due to aircraft noise must be based on the mutual recognition of the difficulties encountered by States and a balance among their different concerns;

The Assembly:

1. *Urges* States not to introduce any phase-outs of aircraft which exceed the noise levels in Volume I, Chapter 3 of Annex 16 before considering:

- a) whether the normal attrition of existing fleets of such aircraft will provide the necessary protection of noise climates around their airports;
- b) whether the necessary protection can be achieved by regulations preventing their operators from adding such aircraft to their fleets through either purchase, or lease/charter/interchange, or alternatively by incentives to accelerate fleet modernization;
- c) whether the necessary protection can be achieved through restrictions limited to airports and runways, the use of which has been identified and declared by them as generating noise problems and limited to time periods when greater noise disturbance is caused; and
- d) the implications of any restrictions for other States concerned, consulting these States and giving them reasonable notice of intention;

2. *Urges* States which, despite the considerations in Resolving Clause 1 above, decide to phase out aircraft which comply with the noise certification standards in Volume I, Chapter 2 of Annex 16 but which exceed the noise levels in Volume I, Chapter 3 of Annex 16:

- a) to frame any restrictions so that Chapter 2-compliant aircraft of an individual operator, which are presently operating to their territories, may be withdrawn from these operations gradually over a period of not less than seven years;
- b) not to restrict before the end of the above period the operations of any aircraft less than 25 years after the date of issue of its first individual certificate of airworthiness;

- c) not to restrict before the end of the period the operations of any presently existing wide-body aircraft or of any fitted with engines that have a by-pass ratio higher than 2 to 1; and
- d) to inform ICAO, as well as the other States concerned, of all restrictions imposed;

3. *Strongly encourages* States to continue to cooperate bilaterally, regionally and inter-regionally with a view to:

- a) alleviating the noise burden on communities around airports without imposing severe economic hardship on aircraft operators; and
- b) taking into account the problems of operators of developing countries with regard to Chapter 2 aircraft presently on their register, where they cannot be replaced before the end of the phase-out period, provided that there is proof of a purchase order or leasing contract placed for a replacement Chapter 3-compliant aircraft and the first date of delivery of the aircraft has been accepted;

4. *Urges* States not to introduce measures to phase out aircraft which comply, through original certification or recertification, with the noise certification standards in Volume I, Chapters 3, 4 or any more recent Chapter of Annex 16;

5. *Urges* States not to impose any operating restrictions on Chapter 3-compliant aircraft, except as part of the balanced approach to noise management developed by ICAO and in accordance with Appendices C and E to this Resolution; and

6. *Urges* States to assist aircraft operators in their efforts to accelerate fleet modernization and thereby prevent obstacles and permit all States to have access to lease or purchase aircraft compliant with Chapter 3, including the provision of multilateral technical assistance where appropriate.

APPENDIX E

Local noise-related operating restrictions at airports

Whereas certification standards for subsonic jet aircraft noise are specified in Volume I of Annex 16;

Whereas for the purposes of this Appendix an operating restriction is defined as any noise-related action that limits or reduces an aircraft's access to an airport;

Whereas Appendix C to this Resolution calls for States to adopt a balanced approach to noise management when addressing noise problems at their international airports;

Whereas further reductions in noise at source are expected as a result of the adoption of new noise certification standards in Volume I of Annex 16 and through the assimilation of noise reduction technology in the fleet;

Whereas at many airports, land-use planning and management and noise abatement operational procedures are already being used and other noise mitigation measures are in place, although urban encroachment continues in certain cases;

Whereas implementation of the phase-out of aircraft which comply with the noise certification standards in Volume I, Chapter 2 of Annex 16 but which exceed the noise levels in Volume I, Chapter 3 of Annex 16 (as provided for in Appendix D to this Resolution) has been completed in some States and, assuming continued growth in aviation activity, without further action the number of people exposed to aircraft noise at some airports in those States may increase;

Whereas there are significant regional differences in the extent to which aircraft noise is expected to be a problem over the next two decades and some States have consequently been considering placing operating restrictions on certain aircraft which comply with the noise certification standards in Volume I, Chapter 3 of Annex 16;

Whereas if operating restrictions on Chapter 3 aircraft are introduced at certain airports, this should be based on the balanced approach and relevant ICAO guidance (Doc 9829) and should be tailored to the specific requirements of the airport concerned;

Whereas these restrictions could have a significant economic impact on fleet investments of aircraft operators from States other than those in which the restrictions are imposed;

Recognizing that these restrictions go beyond the policy established in Appendix D to this Resolution and other relevant policy guidance developed by ICAO;

Recognizing that ICAO places no obligation on States to impose operating restrictions on Chapter 3 aircraft;

Recognizing that the noise standards in Annex 16 were not intended to introduce operating restrictions on aircraft and, specifically, that the standards contained in Annex 16, Volume I, Chapter 4 and Chapter 14, and any further stringency levels adopted by the Council, are based on the understanding that it is for certification purposes only; and

Recognizing in particular that States have legal obligations, laws, existing arrangements and established policies which may govern the management of noise problems at their airports and could affect the implementation of this Appendix;

The Assembly:

1. *Urges* States to ensure, wherever possible, that any operating restrictions be adopted only where such action is supported by a prior assessment of anticipated benefits and of possible adverse impacts;

2. *Urges* States not to introduce any operating restrictions at any airport on aircraft which comply with Volume I, Chapter 3 of Annex 16 before:

- a) completing the phase-out of aircraft which exceed the noise levels in Volume I, Chapter 3 of Annex 16, at the airport concerned; and
- b) fully assessing available measures to address the noise problem at the airport concerned in accordance with the balanced approach described in Appendix C;

3. *Urges* States which, despite the considerations in Resolving Clause 2 above, permit the introduction of restrictions at an airport on the operations of aircraft which comply, either through original certification or recertification, with Volume I, Chapter 3 of Annex 16:

- a) to base such restrictions on the noise performance of the aircraft, as determined by the certification procedure conducted consistent with Annex 16, Volume I;
- b) to tailor such restrictions to the noise problem of the airport concerned in accordance with the balanced approach;
- c) to limit such restrictions to those of a partial nature wherever possible, rather than the complete withdrawal of operations at an airport;
- d) to take into account possible consequences for air transport services for which there are no suitable alternatives (for example, long-haul services);
- e) to consider the special circumstances of operators from developing countries, in order to avoid undue hardship for such operators, by granting exemptions;
- f) to introduce such restrictions gradually over time, where possible, in order to take into account the economic impact on operators of the affected aircraft;
- g) to give operators a reasonable period of advance notice;
- h) to take account of the economic and environmental impact on civil aviation; and
- i) to inform ICAO, as well as the other States concerned, of all such restrictions imposed; and

4. *Further urges* States not to permit the introduction of any operating restrictions aimed at the withdrawal of aircraft that comply, through either original certification or recertification, with the noise standards in Volume I, Chapter 4 and Chapter 14 of Annex 16 and any further stringency levels adopted by the Council.

APPENDIX F

Land-use planning and management

Whereas land-use planning and management is one of the four principal elements of the balanced approach to noise management;

Whereas the number of people affected by aircraft noise is dependent on the way in which the use of land surrounding an airport is planned and managed, and in particular the extent to which residential development and other noise sensitive activities are controlled;

Whereas activity may increase significantly at most airports and there is a risk that future growth may be constrained by inappropriate land use near airports;

Whereas the phase-out of subsonic jet aircraft which comply with the noise certification standards in Volume I, Chapter 2 of Annex 16 but which exceed the noise levels in Volume I, Chapter 3 of Annex 16 has succeeded at many airports in reducing the size of the noise contours depicting the areas where people are exposed to unacceptable noise levels, as well as in reducing the total number of people exposed to noise;

Considering it essential that these improvements should be preserved to the greatest extent practicable for the benefit of local communities;

Recognizing that the standard contained in Annex 16, Volume I, Chapter 4 has increased the opportunities for operators to replace aircraft in their fleets by quieter aircraft;

Recognizing that the standard contained in Annex 16, Volume I, Chapter 14, when implemented, will increase the opportunities for operators to replace aircraft in their fleets by quieter aircraft;

Recognizing that while land-use management includes planning activities that may primarily be the responsibility of local authorities, it nevertheless affects airport capacity, which in turn has implications for civil aviation;

*Recognizing that the update of the guidance material on appropriate land-use planning and noise mitigation measures is included in the *Airport Planning Manual* (Doc 9184), Part 2 — *Land Use and Environmental Management*;*

*Recognizing that the ICAO Circular 351 *Community Engagement on Aviation Environmental Management* complements the current policy of aircraft noise management at and around airports;*

Recognizing the Eco-Airport Toolkit e-collection as a useful resource for environmentally sound management policies at and around airports; and

Recognizing that emerging technology aircraft, such as drones and remotely piloted aircraft systems (RPAS) may present noise impacts in areas beyond the land surrounding an airport;

The Assembly:

1. *Urges States that have phased out operations of Chapter 2 aircraft at their airports as provided for in Appendix D to this Resolution, while preserving the benefits for local communities to the greatest extent practicable, to avoid inappropriate land use or encroachment whenever possible in areas where reductions in noise levels have been achieved;*

2. *Urges States to ensure that the potential reductions in noise levels to be gained from the introduction of quieter aircraft, particularly those complying with the Chapter 4 standard, are also not avoidably compromised by inappropriate land use or encroachment;*

3. *Urges States, where the opportunity still exists to minimize aircraft noise problems through preventive measures, to:*

- a) *locate new airports at an appropriate place, such as away from noise-sensitive areas;*
- b) *take the appropriate measures so that land-use planning is taken fully into account at the initial stage of any new airport or of development at an existing airport;*
- c) *define zones around airports associated with different noise levels taking into account population levels and growth as well as forecasts of traffic growth and establish criteria for the appropriate use of such land, taking account of ICAO guidance;*
- d) *enact legislation, establish guidance or other appropriate means to achieve compliance with those criteria for land use; and*

- e) ensure that reader-friendly information on aircraft operations and their environmental effects is available to communities near airports;

4. *Requests* the Council to:

- a) ensure that the guidance on land use in Doc 9184 is current and responsive to the requirements of States; and
- b) consider what steps might be taken to promote land-use management, particularly in those parts of the world where the opportunity may exist to avoid aircraft noise problems in the future, including through the Eco-Airport Toolkit e-collection.

APPENDIX G

Supersonic aircraft — The problem of sonic boom

Whereas since the introduction of supersonic aircraft in commercial service action has been taken to avoid creating unacceptable situations for the public due to sonic boom, such as interference with sleep and injurious effects to persons and property on land and at sea caused by the magnification of the sonic boom;

Whereas the States involved in the manufacture of such supersonic aircraft, as well as other States, continue to carry out research into the physical, physiological and sociological effects of sonic boom;

Recognizing the recommendation by CAEP on a new Landing and Take-Off (LTO) noise certification Standard for supersonic aeroplanes;

Recognizing the ongoing work to develop a new supersonic en route noise Standard for future aircraft, and the work to understand the current state of sonic boom knowledge, research and supersonic aeroplane projects; and

Recognizing that the airworthiness certification of a supersonic aeroplane could occur in the 20202025-20252030 timeframe, and the need for an exploratory study to provide better understanding of airport noise impacts resulting from the introduction of supersonic aircraft;

The Assembly:

1. *Reaffirms* the importance it attaches to ensuring that no unacceptable situation for the public is created by sonic boom from supersonic aircraft;
2. *Welcomes* the development by CAEP of the new LTO noise certification Standard for supersonic aeroplanes that, once adopted, will be part of Annex 16, Volume I;

23. *Instructs* the Council, in the light of the available information and availing itself of the appropriate machinery, to review the Annexes and other relevant documents, so as to ensure that they take due account of the problems which the operation of supersonic aircraft may create for the public and, in particular, as regards sonic boom, to take action to achieve international agreement on measurement of the sonic boom, the definition in quantitative or qualitative terms of the expression “unacceptable situations for the public” and the establishment of the corresponding limits; and

34. *Invites* the States involved in the manufacture of supersonic aircraft to furnish ICAO in due course with proposals on the manner in which any specifications established by ICAO could be met.

APPENDIX H

Aviation impact on local air quality

Whereas there are growing concerns about the impact of aviation on the atmosphere with respect to local air quality and the associated human health and welfare impacts;

Whereas the evidence of this impact from emissions of NOx and particulate matter (PM) from aircraft engines on local surface and regional air quality is now more compelling;

Recognizing that the scientific community is improving the understanding of uncertainties associated with the impact from emissions of NOx and PM from aircraft engines on the global climate;

Recognizing that there are interdependencies related to design and operations of aircraft when addressing concerns related to noise, local air quality, and climate change;

Recognizing that ICAO has established technical Standards and fostered the development of operational procedures that have reduced significantly local air pollution from aircraft;

Recognizing the work of CAEP on its first independent expert integrated review of aircraft and engine technologies and the development of medium-term (2027) and long-term (2037) technology goals for noise, fuel burn and emissions;

Whereas many pollutants such as soot and unburned hydrocarbons from aircraft engines affecting local and regional air quality, have declined dramatically over the last few decades;

Whereas progress in operational procedures such as continuous descent operations has resulted in further reduction of emissions from aircraft;

Whereas an assessment of trends in aviation emissions of NOx, PM, and other gaseous emissions shows increasing global emissions values;

Whereas the impacts of aviation emissions of NOx, PM, and other gaseous emissions need to be further assessed and understood;

Recognizing the robust progress made in understanding impacts of non-volatile components of PM emissions while the scientific and technical work continues on better assessment of volatile components of PM emissions;

Whereas the impacts of aviation emissions on local and regional air quality are part of the total emissions in the affected area and should be considered in the broader context of all sources that contribute to the air quality concerns;

Whereas the actual local air quality and health impacts of aviation emissions depend on a series of factors among which are the contribution to the total concentrations and the number of people exposed in the area being considered;

Whereas Article 15 of the *Convention on International Civil Aviation* contains provisions regarding airport and similar charges, including the principle of non-discrimination, and ICAO has developed policy

guidance for Member States regarding charges (*ICAO's Policies on Charges for Airports and Air Navigation Services*, Doc 9082) including specific guidance on noise-related charges and emissions-related charges for local air quality;

Whereas the ICAO Council had adopted on 9 December 1996 a policy statement of an interim nature on emissions-related charges and taxes in the form of a resolution wherein the Council strongly recommends that any such levies be in the form of charges rather than taxes, and that the funds collected should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions;

Whereas such charges should be based on the costs of mitigating the environmental impact of aircraft engine emissions to the extent that such costs can be properly identified and directly attributed to air transport;

Whereas the ICAO Council has adopted policy and guidance material related to the use of emissions-related charges to address the impact of aircraft engine emissions at or around airports;

Noting that the ICAO Council has published information on environmental management systems (EMS) that are in use by aviation stakeholders; and

Noting that the ICAO Council has developed an Airport Air Quality Manual which has been subsequently updated;

The Assembly:

1. *Requests* the Council to monitor and develop its knowledge of, in cooperation with other relevant international organizations such as WHO, the effects of aviation emissions of PM, NOx and other gases on human welfare and health, and to disseminate information in this regard;
2. *Requests* the Council to continue its work to develop technologically feasible, environmentally beneficial and economically reasonable standards to further reduce the impact of local air pollution from aircraft;
3. *Requests* the Council to continue to monitor progress in scientific and technical understanding of volatile and non-volatile components of PM emissions;
4. *Requests* the Council to ensure that the interdependencies between measures to reduce aircraft noise and engine emissions that affect local air quality as well as the global climate are given due consideration;
5. *Requests* the Council to continue its work to develop integrated medium- and long-term technology goals for the reduction of fuel burn, noise and aircraft engine emission of NOX and nvPM; and operational goals for the reduction of fuel burn;
6. *Requests* the Council to continue to foster operational and air traffic improvements that reduce the impact of local air pollution from aircraft;
7. *Encourages* action by Member States, and other parties involved, to limit or reduce international aviation emissions affecting local air quality through voluntary measures and to keep ICAO informed;
8. *Welcomes* the development and promotion of guidance material on issues related to the assessment of airport- related air quality;

9. *Requests* the Council to work with States and stakeholders in promoting and sharing best practices applied at airports in reducing the adverse effects of aviation emissions on local air quality;
10. *Welcomes* the development of the guidance on emissions charges related to local air quality and requests the Council to keep up to date such guidance and urges Member States to share information on the implementation of such charges; and
11. *Urges* Member States to ensure the highest practical level of consistency and take due account of ICAO policies and guidance on emissions charges related to local air quality.

Agenda Item 16: Environmental Protection – International Aviation and Climate Change

16.1 At its fourth and fifth meetings, the Executive Committee considered the subject of environmental protection on the basis of progress reports by the Council on the Organization's work on international aviation and climate change (WPs 25 and 26) and considered the Council's proposals to update Resolution A41-21, *Consolidated Statement of continuing ICAO policies and practices related to environmental protection – Climate change* (WP/27). In addition, there were 54 papers submitted by States and Observers: WPs 45, 57, 64, 65, 75, 76, 112 Revision No. 1, 121, 126 Revision No. 1, 131, 139, 162, 163, 169, 219, 243, 249, 254, 266 Revision No. 1, 271, 274, 279 Revision No. 1, 303, 338, 339, 346, 365 Revision No. 1, 366, 367, 368, 379, 382 Revision No. 1, 384, 385, 396, 434, 440, 448, 451, 452, 458, 468, 481, 490, 491, 517, 518, 554, 560, 565, 570, 573, 575 and 579.

16.2 In WP/25, the Council reported progress made by ICAO since the 41st Session of the Assembly relating to international aviation and climate change, focusing on the implementation of the long-term global aspirational goal for international aviation (LTAG). It highlighted the outcomes arising from the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) held in Dubai, United Arab Emirates, in November 2023, namely the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies, and the ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG, with four interdependent Building Blocks: 1) policy and planning; 2) regulatory framework; 3) implementation support; and 4) financing.

16.3 The Secretariat highlighted some recent developments in addition to information presented in WP/25. For example, ICAO has now received 154 State Action Plans in total, including the recent submissions by Kuwait, Timor-Leste, Andorra, and Comoros since the WP's publication. The ICAO ACT-SAF programme has reached 30 SAF feasibility and business implementation studies as either concluded, under development or planned until 2028, including the recently-completed SAF studies in India and Jordan. The ICAO Finvest Hub platform has officially been launched, including a collaboration with the International Renewable Energy Agency (IRENA), to facilitate funding to SAF and aviation clean energy projects.

16.4 In addition, the Secretariat informed that one of the CORSIA Sustainable Certification Schemes (SCS) (ISCC) has recently initiated the submission of its application to expand its eligibility scope from SAF to cover LCAF certification, for consideration by the Committee on Aviation Environmental Protection (CAEP). Once the CAEP evaluation is complete and then approved by the Council, ISCC will become eligible to certify LCAF.

16.5 In WP/26, the Council reported on ICAO's work relating to international aviation and climate change, with a focus on the progress and next steps on climate change adaptation and resilience, and enhancing scientific understanding of aviation's climate impacts, as well as cooperation and relevant

developments in other United Nations (UN) bodies and international organizations including the United Nations Framework Convention on Climate Change (UNFCCC) process.

16.6 In WP/27, the Council proposed revisions of Resolution A41-21, in light of the developments since the last Assembly, including those revisions of the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies adopted by CAAF/3, and the ICAO Roadmap for the implementation of CAAF/3 outcomes and the LTAG approved by the Council, as well as the technical work of ICAO Council's CAEP and its future work programme.

16.7 In WP/169, Brazil expressed views on financing for aviation CO₂ emissions reduction measures, highlighting the need to support the full implementation of the Global Framework and recognizing the financing needs and gaps, calling for: regular and substantial contributions to the ICAO Voluntary Environment Fund, with clear annual funding targets; a gap analysis to identify needs with attention to developing countries and States having particular needs; prioritization of SAF and LCAF; a dedicated Council workstream on resource sourcing and governance; revised operational rules for the ICAO Voluntary Environment Fund, including stronger transparency and performance monitoring; and defining the Fund's role in providing comprehensive support for decarbonization, particularly in SAF development, production and deployment.

16.8 In WP/440, Brazil highlighted that achieving the LTAG relied not only on future fuels and advanced aircraft technologies, but also on immediate and scalable actions, such as operational improvements and airspace design. Drawing upon recent national and regional examples, Brazil presented quantified CO₂ emissions reductions through airspace redesign, calling on ICAO to provide strategic guidance, technical assistance and financial support through its Regional Offices, and to reaffirm operational measures and airspace redesign as pillars of ICAO's environmental strategy, alongside SAF and technological innovation.

16.9 In WP/112, Revision No. 1, China presented views on the importance of international aviation emissions reduction to global climate efforts, and should follow the principles of equity, common but differentiated responsibilities (CBDR), and respective capabilities, with States making nationally determined contributions based on their national circumstances and stages of development. China highlighted its significant contributions to the sustainable development of global international aviation, expressed views that the implementation of LMR should be specified at both regional and State levels, and highlighted that the success of LTAG would depend on whether developed countries could provide sufficient, affordable, monitorable, reportable and verifiable financial assistance to developing countries for advancing the low-carbon transition of aviation.

16.10 In WP/452, China presented its initiative to jointly build the Green Air Silk Road, aiming to promote green and low-carbon transformation of civil aviation in partner countries, and support the achievement of the UN Sustainable Development Goals (SDGs) and the Strategic Goals of ICAO. It emphasized extensive consultation, joint contribution and shared benefits for the initiative, focusing on jointly building green airports, green air traffic control, green flights and carrying out capacity-building for green transformation of civil aviation. The Committee took note that some Member States advocated for the Green Air Silk Road Initiative (GASRI) which has been acknowledged by the 60th Conference of Directors General of Civil Aviation of the Asia and Pacific Region, and thus emphasized the important role of regional initiatives and platforms in advancing green transformation and capacity-building for international civil aviation, in line with *No Country Left Behind* (NCLB). A State did not support the initiative due to its linkage to Common But Differentiated Responsibilities.

16.11 In WP/271, Egypt highlighted challenges faced by developing States in scaling up SAF production, noting significant investment needs for fuel plants, airports and Air Navigation Service Providers (ANSPs). It outlined ongoing national-level initiatives for SAF development and deployment, and called for ensuring SAF, LCAF and other aviation cleaner energies are geographically balanced under the *No Country Left Behind (NCLB)* initiative. The paper also highlighted that successful LTAG implementation required differentiated pathways based on special circumstances and respective capabilities (SCRC) of States, and institutional strengthening directed at access to proportional financing, science and technology transfer, and assistance and capacity-building. Egypt also underlined the ICAO Finvest Hub as a catalyst for progress in climate financing.

16.12 In WP/163, India highlighted SAF as a short to medium-term decarbonization lever. It outlined national initiatives, including SAF blending targets, participation in the ICAO ACT-SAF programme, advances in SAF certification, and adopting co-processing pathways in existing refineries to allow for a rapid scale-up of SAF production. India also presented views on the challenges facing SAF development and deployment in developing States, such as limited SAF production capacity, certification and regulatory bottlenecks, feedstock and infrastructure gaps, financial constraints, and uneven global readiness. It recommended fast-tracking SAF certification, establishing regional SAF hubs, expanding the pool of ICAO-approved SCS, mobilizing blended finance mechanisms, and strengthening cooperation through ICAO platforms.

16.13 In WP/346, Kazakhstan highlighted that TS-1 fuel is the primary jet fuel in the region, but there is no ICAO-recognized protocol for its blending with SAF, unlike Jet A-1 under ASTM D7566. It proposed that ICAO establish a multi-stakeholder task force to jointly address technical, regulatory and logistical aspects related to the integration of SAF and TS-1 fuel within the global aviation framework, and called on the promotion of SAF adoption through policy incentives and infrastructure readiness. In this regard, a State further clarified that the establishment and maintenance of fuel standards do not reside within ICAO, and invited States to work with standard-setting institutions that perform such work, such as ASTM International. This clarification was supported by an international organization.

16.14 In WP/45, Nigeria highlighted its SAF development and deployment efforts, and requested continued support, in particular for developing States, in capacity-building and technology transfer. Nigeria also expressed the need to make it easier for States, particularly developing States, to secure funding by ensuring a clear pathway in the operationalization of the ICAO Finvest Hub for decarbonization projects, including SAF, LCAF and other aviation cleaner energies.

16.15 In WP/64, Oman emphasized the importance of State Action Plans in achieving LTAG, highlighting that continuous review and sustained support are key to its effective implementation. Oman also expressed views on the various developments required in the basket of measures (technology, operations, fuels and Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)), the need to facilitate access to international climate finance particularly for SAF infrastructure and research and development, as well as the promotion of stronger regional collaboration frameworks to facilitate alignment of policies, regulatory approaches and technical capabilities among States in enhancing collective efforts towards sustainable aviation.

16.16 In WP/65, Oman expressed the need for policy alignment, financing, capacity-building and harmonized standards to scale up the development and deployment of SAF and LCAF, in support of global aviation decarbonization goals. Oman highlighted the importance of strategic partnerships between government, private sector, academia and international organizations in developing a SAF and LCAF industry, emphasizing the role of LCAF as a short-term solution for reducing emissions, particularly in countries with existing oil refining capabilities.

16.17 In WP/219, Qatar highlighted existing challenges with the limited number of ICAO-approved SCS for SAF and LCAF, and the absence of certification pathways for LCAF, hindering broader CORSIA implementation. It emphasized the importance of deploying CORSIA eligible fuels while addressing barriers, and cautioned against imposing unnecessary financial burdens on airlines through a fragmented regulatory landscape, where differing national or regional rules could lead to compliance complexity and duplication of efforts.

16.18 In WP/254, Qatar expressed views on the current status of development, production and deployment at commercial scale of LCAF, which is 100 per cent drop-in fuel and appeared to be an overlooked alternative jet fuel option to address CO₂ emissions. The paper called on the adoption of measures and allocation of resources to assist Member States in the scale up and acceleration of LCAF's contribution to LTAG.

16.19 In WP/448, the Republic of Korea expressed its views on expanding the use of SAF through mandatory targets, supportive policies and leveraging existing refinery infrastructure. While recognizing the essential role of co-products generated during SAF production, it viewed that co-products were treated as conventional petroleum-derived products, creating a lack of compatibility with other international schemes, and stressed the need for mutual recognition of sustainability certification for co-products which could contribute to the development and expansion of the SAF market.

16.20 In WP/434, the Russian Federation, co-sponsored by the Interstate Aviation Committee (IAC), emphasized that increasing the absorption capacity of forests and reducing harmful emissions from wildfires are vital in reducing global CO₂ emissions. It stressed the effective role of aviation in wildfire management, from early detection to firefighting, and called on ICAO to undertake the development of international rules, taking into account national policies, to set in place a legal framework for the use of international aviation in fighting wildfires. The Secretariat clarified that ICAO continues to work closely with relevant UN bodies and organizations, such as the UN Environment Programme (UNEP), the Food and Agriculture Organization (FAO) and the Global Fire Monitoring Centre (GFMC), on the contributions of international aviation to forest firefighting. ICAO recently joined the Global Fire Management Hub lead by FAO, which is working on international interoperability, and will contribute to their side event on this topic at the UNFCCC COP30 in Brazil in November 2025.

16.21 In WP/451, the Russian Federation expressed concerns regarding potential inconsistencies in the activities of ICAO-approved SCS, including instances where applications for SAF certification from certain States had not been considered. It also highlighted challenges related to the certification of LCAF under the current framework and proposed improvements to enhance transparency, predictability and inclusivity in CORSIA's implementation. These included: accepting LCAF certification by national certification bodies of compliance; updating Annex 16 Volume IV and relevant ICAO documents not more frequently than every three years; and encouraging States, with the participation of ICAO, to implement measures to support the development of international and national aviation climate projects. A State clarified that the current CORSIA certification system does not allow certification by bodies that have not been evaluated and approved by ICAO.

16.22 In WP/266, Revision No. 1, Saudi Arabia emphasized the urgency of strengthening climate change adaptation in global aviation by building resilience through unified guidance, integrated implementation approaches and embedding relevant provisions within existing ICAO Annexes and SARPs to achieve consistent and effective adaptation across the aviation system. It also shared national measures, including integrating adaptation into its Civil Aviation Environmental Sustainability Program.

16.23 In WP/139, Singapore, co-sponsored by Bangladesh, Dominican Republic, Fiji, Japan, Papua New Guinea and Sri Lanka, expressed views on the need for a structured ACT-LTAG programme, building upon ACT-CORSIA and ACT-SAF, to ensure that all States are supported in developing decarbonization strategies aligned with ICAO goals and principles, while expanding support to State Action Plan development and other new areas. Singapore also highlighted how regional platforms can play a complementary role in delivering targeted programmes addressing regional challenges and priorities, and proposed amending Assembly Resolution A41-21 to include a new paragraph formalizing ACT-LTAG as a global assistance framework under ICAO's *No Country Left Behind* initiative.

16.24 In WP/75, South Africa highlighted the need for continued support and guidance to Member States on climate change risk assessment and adaptation, outlining key measures across planning, finance, implementation and governance. It emphasized the importance of integrating adaptation into State Action Plans, scaling up dedicated adaptation finance for developing States, and ensuring tailored approaches that address specific national and regional vulnerabilities.

16.25 In WP/76, South Africa expressed views on the urgent need to expedite the implementation of climate finance initiatives to enable climate action in the aviation sector among developing countries, supported through financial and in-kind contributions from developed countries. It outlined key considerations for such initiatives, including avoiding adverse impacts on developing countries' debt levels, ensuring a sustainable replenishment mechanism and predictability, prioritizing developing countries as main beneficiaries, addressing both mitigation and adaptation needs, establishing methodologies for tracking and reporting, and ensuring balanced representation in governance structures.

16.26 In WP/379, Belize, on behalf of the Member States of the Central American Corporation for Air Navigation Services (COCESNA)¹ highlighted significant contributions by the organization to the environmental protection objective of ICAO, through the implementation of advanced technologies and the optimization of airspace management in the Central American region. They urged collaboration between ICAO and other international organizations to align regional initiatives with global sustainability goals, promote the adoption of sustainable practices among airlines and other aviation sector actors, and develop guidance for the continuous monitoring of GHG emissions.

16.27 In WP/468, Belize, on behalf of the Member States of COCESNA highlighted COCESNA's aspirational commitment to achieve carbon neutrality in its corporate operations by 2030. The paper demonstrated quantified CO₂ emissions reductions achieved through operational efficiencies and underscored COCESNA's regional leadership in advancing environmental protection and sustainable aviation. It emphasized the role of collaboration in supporting the sustainable development of the sector and called on ICAO to facilitate the timely coordination of bilateral, multilateral and South-South technical and financial resources to support its decarbonization goals.

16.28 In WP/243, Brazil and supported by 19 LACAC Member States² highlighted that the aviation sector, highly sensitive to environmental disruptions, must prepare not only to reduce its own emissions but also to withstand increasingly frequent and severe climate impacts. They expressed the view that adaptation and mitigation must be addressed as equally urgent and mutually enforcing pillars of climate strategy, encouraging ICAO and its Member States to enhance guidance, resources and planning tools to support the aviation sector's resilience alongside its decarbonization efforts.

¹ Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua

² Belize, Bolivia (Plurinational State of), Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela (Bolivarian Republic of)

16.29 In WP/162, Brazil and Ethiopia expressed views that a package of stronger implementation commitments needs to be reinforced to support the scaling up of SAF supply in all regions towards the achievement of the global aspirational Vision and LTAG. The States highlighted key guiding parameters based on the Global Framework, which includes: i) the recognition of CORSIA as the sustainability standard for SAF; ii) a non-discriminatory and technology neutral approach to feedstocks and pathways to produce SAF, provided they meet the CORSIA criteria; iii) accelerating the approval of the sustainability of feedstocks and pathways, increasing opportunities for developing countries in a more inclusive decarbonization of international aviation; and iv) implementation support and financing.

16.30 In WP/249, Canada, Costa Rica, Dominican Republic, Equatorial Guinea, Ghana, Japan, Kenya, Papua New Guinea, Republic of Korea, Rwanda, ECAC and its Member States³, and the EU and its Member States⁴, co-sponsored by Mexico, presented views of the members of the International Aviation Climate Ambition Coalition (IACAC), calling on the Assembly to welcome the LMR methodology, the Global Framework for SAF, LCAF and other aviation cleaner energies, encourage global participation in CORSIA, strengthen ICAO's capacity-building and implementation support programmes, and operationalize the ICAO Finvest Hub initiative.

16.31 In WP/481, Colombia, supported by 17 LACAC Member States⁵ emphasized the critical role of SAF in achieving LTAG, and highlighted financial and technical challenges faced by States in the SAF transition. It proposed the establishment of an information observatory, and the development of a "SAF Outlook" to improve data availability, enhance transparency and support informed decision-making. It also requested the development of supplementary guidance on the application of flexible incentives and safeguards related to oil and feedstock prices, as well as mechanisms to strengthen the monitoring of ACT-SAF progress.

16.32 In WP/365, Revision No. 1, Denmark on behalf of the EU and its Member States, the other Member States of ECAC⁶, and EUROCONTROL stressed the importance of continued progress towards LTAG, called for the endorsement of the LMR methodology, requesting its implementation without delay. It requested the regular review of Annex 16 in line with advances in design and technology, and the recognition of the CAAF/3 Global Framework by updating Resolution A41-21, as well as the need to understand and address non-CO₂ aviation emissions. It further noted that residual CO₂ will remain and that additional measures, including carbon removals, will be required to achieve LTAG.

16.33 In WP/367, Denmark on behalf of the EU and its Member States, the other Member States of ECAC, and EUROCONTROL, and co-sponsored by Japan, expressed the view that achieving the LTAG would require extraordinary efforts including solidarity, cooperation and assistance between States to ensure that all States would benefit from the environmental, social and economic benefits that net-zero promises. It highlighted the scaling up of ICAO ACT-SAF and ACT-CORSIA programmes, and called for further scale up and acceleration of technical support, with all States and industry encouraged to contribute. It urged prioritization of ICAO Finvest Hub operationalization, to facilitate access for aviation

³ Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Monaco, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Republic of Moldova, Romania, San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine and United Kingdom

⁴ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden

⁵ Belize, Bolivia (Plurinational State of), Brazil, Chile, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru and Uruguay

⁶ Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Türkiye, Ukraine, and United Kingdom.

decarbonization projects, promoting greater geographical distribution of SAF, LCAF and other cleaner energy production.

16.34 In WP/396, Honduras on behalf of the Member States of COCESNA, highlighted the region's high vulnerability to climate change, and outlined the Alliance for Sustainable Aviation's (ALAS) activities, reflecting the Central American States' common interest in promoting a sustainable air transportation system, fostering aviation safety and operational security, economic growth, improved services, efficiency and environmental protection. It highlighted the need for cooperation between States to achieve LTAG, and requested the coordination of bilateral, multilateral and South-South cooperation over technical and financial resources for the implementation of measures to reduce CO₂ emissions in the aviation sector.

16.35 In WP/126, Revision No. 1, Saudi Arabia, Egypt, Nigeria and the United Arab Emirates highlighted the critical role of LCAF in advancing the implementation of CORSIA, LTAG and the ICAO Global Framework for SAF, LCAF and other aviation cleaner energies. The States urged ICAO-approved SCS to expedite the preparation of system requirements covering LCAF certification, CAEP to prioritize SCS applications seeking approval for both SAF and LCAF, apply more flexible processes, including timeframe for SCS applications. ICAO Member States were also urged to actively support and provide resources to the CAEP SCS Evaluation Group (SCSEG). The States urged the ICAO Council to intensify outreach to inform new candidate sustainability certification schemes of the opportunity to apply for CORSIA approval, with priority to schemes seeking approval for both LCAF and SAF.

16.36 In WP/458, Venezuela and supported by 15 LACAC Member States⁷ highlighted the urgent need for ICAO to enhance assistance and capacity-building for States on climate adaptation, from the impact of climate change on aviation. It highlighted risks from extreme weather events and rising sea levels affecting aviation infrastructure and operations. It requested ICAO to conduct studies on climate impacts, develop guidance material to support the development of risk-based aviation adaptation plans, provide capacity-building assistance and encourage States to share experiences and best practices on adaptation measures.

16.37 In WP/279, Revision No. 1, the Airports Council International (ACI), Brazil, the Aviation Services Association (ASA World), the International Business Aviation Council (IBAC) and the International Coordinating Council of Aerospace Industries Associations (ICCAIA), co-sponsored by the Dominican Republic, Kazakhstan and Trinidad and Tobago, highlighted the importance of access for the industry to sufficient, reliable, renewable and low-carbon energy to meet growing demand and ICAO and aviation decarbonization goals, and enable future sustainable air transport solutions. It urged the development and implementation of frameworks to facilitate the deployment of renewable and low-carbon energy projects at airports, as well as its related capacity-building and technical assistance programmes, proposing specific amendments to Assembly Resolution A41-21.

16.38 In WP/382, Revision No. 1, the Air Transport Action Group (ATAG), co-sponsored by ACI, IBAC and ICCAIA, reaffirmed the air transport industry's support for LTAG, CORSIA, the outcome of the CAAF/3, and the work of ICAO to support continued progress towards these climate goals. It elaborated that governments at a regional and national level should implement supportive policy environments for technology deployment, infrastructure improvements, low-carbon options, SAF and consideration of aviation needs as part of government hydrogen strategies. It also highlighted the role of the energy sector, financial institutions and customers in supporting the energy transition.

⁷ Belize, Bolivia (Plurinational State of), Brazil, Colombia, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay and Uruguay

16.39 In WP/338, the International Air Transport Association (IATA), co-sponsored by the Dominican Republic, Malaysia and Singapore, urged States to address the unintended consequences of recent SAF mandates that increase costs, distort markets and impact airlines' ability to claim environmental benefits. It called for stronger policy action to scale up SAF production, and for the integration of a global and robust SAF accounting and reporting methodology to facilitate the claiming of SAF environmental benefits consistent with CORSIA and other relevant internationally-recognized recommended practices.

16.40 In WP/384, the International Coalition for Sustainable Aviation (ICSA) proposed actions to strengthen ICAO's ability to achieve the LTAG by: undertaking an analysis to propose a pathway with interim CO₂ emissions reduction targets in line with the Paris Agreement temperature goals; updating Assembly Resolution A41-21 to recognize that non-CO₂ emissions represent a significant proportion of the net climate warming from international aviation; and encouraging work to further science, target setting and mitigation; as well as an integrated trajectory assessment of both CO₂ and non-CO₂ emissions impacts to 2050.

16.41 The Committee noted the following information papers: WPs 570 and 573 by China, WPs 517 and 518 by Italy, WP/303 by Kazakhstan, WP/579 by Malaysia, WP/490 by Norway, WP/57 by Oman, WP/575 by Saudi Arabia, WP/565 by Türkiye, WP/366 and WP/368 by Denmark on behalf of the EU and its Member States and the other Member States of ECAC, and EUROCONTROL, WP/554 by Indonesia and Timor-Leste, WP/131 by Saudi Arabia, Egypt, Nigeria and the United Arab Emirates, WP/121 by Uruguay supported by 18 LACAC Member States, WP/560 by ACI, WP/339 by IATA, WP/491 by ICCAIA, WP/385 by ICSA, and WP/274 by the Latin American and Caribbean Air Transport Association (ALTA).

16.42 The Committee acknowledged the substantial progress since the last Assembly, including the adoption of the ICAO Global Framework by CAAF/3, and the approval of the ICAO Roadmap by the Council. It also recognized the timely development of the LTAG monitoring and reporting (LMR) methodology, and the importance of the progress achieved on the ICAO State Action Plans initiative, the LTAG stocktaking events, and Tracker Tools in this regard. The Committee recalled the collective nature of the LTAG and the global aspirational Vision, which do not attribute specific obligations or commitments in the form of emissions reductions to individual States. The Committee emphasized the importance of a transparent LMR, regular updates of the State Action Plans, and invited States to take appropriate policy action to support progress towards the LTAG. The Committee also recognized the need for ICAO to continue to monitor the progress of the four Building Blocks of the ICAO Roadmap.

16.43 The Committee reiterated that CORSIA sustainability criteria, sustainability certification and the methodology for the assessment of life cycle emissions used for CORSIA eligible fuels should be used as the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies for international aviation, emphasizing the importance of facilitating their global scale up in all regions. In this regard, it encouraged States to further engage in the ICAO activities to accelerate the analysis and approval of life cycle values for new fuel sources and pathways, and their sustainability certification, under a globally-harmonized approach, while it highlighted the importance of a global and robust SAF accounting and reporting methodology.

16.44 Specifically on the issues related to LCAF, while acknowledging the current absence of sustainability certification schemes (SCS) certifying LCAF, the Committee emphasized the importance of accelerating ICAO's evaluation and approval of new SCS for CORSIA eligible fuels (SAF and LCAF) as requested by CAAF/3, with a view to facilitating broader participation by States, without excluding any particular fuel source, pathway, feedstock or technology, and in this regard underlined the need for timely and flexible evaluation procedures, while ensuring that the compliance with the CORSIA requirements is

not undermined. The Committee also encouraged States to engage in the ICAO's technical work related to LCAF, and highlighted the importance of improving awareness on the actions required to develop and deploy LCAF, ensuring no country is left behind.

16.45 The Committee recognized the progress on implementation support and financing for aviation decarbonization measures. It recognized the voluntary contributions and the progress made under the ICAO ACT-SAF programme, while encouraging all States and stakeholders to participate and continue providing additional resources, and requested ICAO to continue expanding the activities as resources allow. As a next step, the Committee requested ICAO to build upon ACT-SAF and ACT-CORSIA in creating an ACT-LTAG programme to include other aviation decarbonization measures, while noting the associated resources implications. The Committee welcomed the recently launched ICAO Finvest platform, including the collaboration with the International Renewable Energy Agency (IRENA), and requested its full operationalization. The Committee also recognized the importance of regional initiatives and platforms towards implementation support and financing for aviation decarbonization.

16.46 Regarding the consideration of the establishment of a climate finance initiative or funding mechanism under ICAO as requested by the last Assembly, the Committee recognized the urgency and importance of scaling up the financing to aviation decarbonization measures, and requested the Council to take urgent action for implementation of the near-term recommendations identified in Appendix G of WP/25 to enhance the existing framework and schemes on funding and financing initiatives to further support the progress towards achieving and implementing the LTAG and the Global Framework on SAF, LCAF and other Aviation Cleaner Energies, in particular for developing countries and States having particular needs. The Committee also requested the Council to set up a workstream to identify financing needs and gaps and explore ways of addressing the long-term options identified in Appendix G of WP/25, including the feasibility aspects, and report to the 43rd Session of the ICAO Assembly.

16.47 The Committee expressed broad support for further ICAO action on climate change adaptation. It recognized the importance of ICAO's work, in cooperation with States and relevant UN bodies and international organizations, to identify potential impacts of climate change on international aviation operations and related infrastructure, and possible adaptation measures to address such impacts. In that regard, the Committee noted the importance of CAEP work on this topic, including the recently-updated ICAO Climate Adaptation Synthesis Report and the cost impact assessment of climate change as part of the LTAG Monitoring and Reporting (LMR) methodology, and encouraged the Council to develop further guidance materials and assistance initiatives to facilitate the development of aviation climate change adaptation plans by States, while noting the limited resources of the Secretariat to pursue these objectives. The Committee encouraged further collaboration between States to share experiences on climate change adaptation actions for aviation.

16.48 Regarding the topic of non-CO₂ emissions of international aviation, the Committee acknowledged the progress achieved since the last Assembly, including the convening of the ICAO Symposium on Non-CO₂ Aviation Emissions and the establishment of the Non-CO₂ Coordination Group under CAEP. The Committee requested ICAO to continue to provide a forum for enhancing the scientific understanding of aviation's climate impacts beyond CO₂ emissions, including cost implications of potential measures. Noting the significant uncertainties still existing on this topic, many States did not support further work directed towards measures to address such impacts.

16.49 The Committee recognized the concerns expressed against levies / taxation of international aviation emissions, which were also submitted for Agenda Item 17: Environmental Protection – CORSIA in WP/295 by the Arab Civil Aviation Organization (ACAO) on behalf of 21 Arab States, WP/122 by the African Civil Aviation Commission (AFCAC) on behalf of 54 African States, and WP/322 by IATA, as

well as submitted for Agenda Item 26: Economic Development of Air Transport in WP/181 by the United States and WP/267 by IATA.

16.50 In this regard, the Committee urged ICAO and its Member States to promote the recognition of ICAO's efforts and achievements to decarbonize international aviation, and to express a clear concern regarding proposals to use international aviation as a potential source for the mobilization of revenue for climate finance to other sectors to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner, including through coordination with relevant government representatives and national delegations to relevant UN bodies and international organizations. The Committee also requested ICAO to continue to cooperate with, and provide relevant input to, other UN bodies and international organizations, with a view to ensuring ICAO's leadership in all matters related to international aviation and climate change.

16.51 Regarding the draft Assembly Resolution attached to WP/27, the Committee considered and agreed on the following additional amendments:

- a) inclusion of a new operative paragraph 16 *quater*. on the establishment of ICAO ACT-LTAG programme, as follows:

16 quater. Requests the Council to establish the ACT-LTAG programme as a structured and comprehensive framework to support the development and update of State Action Plans to voluntarily contribute to the LTAG, building upon existing initiatives such as the ACT-CORSIA and ACT-SAF programmes, and collaborating with regional initiatives and platforms to deliver targeted, practical support tailored to State-specific needs, in line with No Country Left Behind (NCLB);

- b) recognition of airports' contribution to decarbonization in the existing preamble paragraph and operative paragraphs related to airports, as follows:

Welcoming the convening of the ICAO Seminars on Green Airports in November 2017, May 2019, November 2021 and April 2024, and recognizing the important role of airports in the distribution of new innovative sources of energy to air transport critical role of airports in the deployment and distribution of cleaner energies for air transport decarbonization in support of the LTAG, and the importance on the resilience of airports;

25. c) Requests States to: develop and implement frameworks that facilitate the deployment of decarbonization projects at airports such as for energy storage and infrastructure, and work together through ICAO to exchange information and best practices on Green Airports, including practices related to airport planning, development, operations and maintenance; and

26. c) Requests the Council to: continue to provide facilitate capacity building and technical assistance, and provide the forum to exchange information on best practices for Green Airports, covering such subjects as smart buildings, renewable energy, green mobility, climate change adaptation and resilient development, community engagement and sustainability reporting, aiming at sharing lessons learned and best practices among airports;

16.52 The Committee agreed to recommend that the Assembly adopt the following Resolution:

Resolution 16/1: Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change

Whereas ICAO and its Member States recognize the critical importance of providing continuous leadership to international civil aviation in limiting or reducing its emissions that contribute to global climate change;

Reemphasizing the vital role which international aviation plays in global economic and social development and the need to ensure that international aviation continues to develop in a sustainable manner;

Acknowledging that the work of the Organization on the environment contributes to 14 of the 17 United Nations Sustainable Development Goals (SDGs), including SDG 7 “*Ensure access to affordable, reliable, sustainable and modern energy for all*”, SDG 9 “*Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation*” and SDG 13 “*Take urgent action to combat climate change and its impacts*”;

Whereas a comprehensive assessment of aviation’s impact on the atmosphere is contained in the special report on *Aviation and the Global Atmosphere*, published in 1999, which was prepared at ICAO’s request by the Intergovernmental Panel on Climate Change (IPCC);

Whereas the IPCC special report and the assessment reports recognized that the effects of some types of aircraft emissions are well understood, it revealed that the effects of others are not, and identified a number of key areas of scientific uncertainty that limit the ability to project aviation’s full impacts on climate and ozone; and *recognizing* the need for the Organization to continue to provide a forum for enhancing the scientific understanding of aviation’s climate impacts and exploring measures to address such impacts ~~the Organization will update the information contained in the IPCC special report~~;

Acknowledging that international aviation emissions continue to account for less than 2 per cent of total global CO₂ emissions, and they are projected to increase as a result of the continued growth of air transport, unless action for emissions reduction is taken;

Whereas the ultimate objective of the United Nations Framework Convention on Climate Change (UNFCCC) is to achieve stabilization of greenhouse gas (GHG) concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system;

Whereas the Kyoto Protocol, which was adopted by the Conference of the Parties to the UNFCCC in December 1997 and entered into force on 16 February 2005, calls for developed countries (Annex I Parties) to pursue limitation or reduction of greenhouse gases from “aviation bunker fuels” (international aviation) working through ICAO (Article 2.2);

Whereas the Paris Agreement, which was adopted by the Conference of the Parties to the UNFCCC in December 2015, enhances the implementation of the UNFCCC including its objective, and aims to strengthen the global response to the threat of climate change, in the context of sustainable development and efforts to eradicate poverty, including by holding the increase in the global average temperature to well below 2°C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5°C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change;

Whereas the Glasgow Climate Pact, which was adopted by the Conference of the Parties to the UNFCCC in November 2021, reaffirms the long-term global goal to hold the increase in the global average temperature to well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature

increase to 1.5°C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change, and the Glasgow Climate Pact also recognizes that the impacts of climate change will be much lower at the temperature increase of 1.5°C compared with 2°C and resolves to pursue efforts to limit the temperature increase to 1.5°C;

Recognizing the global aspirational goals for the international aviation sector of improving fuel efficiency by 2 per cent per annum and keeping the net carbon emissions from 2020 at the same level, as adopted by the ICAO Assembly at its 37th Session in 2010 and reaffirmed at its 38th, 39th, and 40th and 41st Sessions in 2013, 2016, and 2019 and 2022, respectively;

Recalling Acknowledging the substantial ICAO work undertaken to explore the feasibility of a long-term global aspirational goal (LTAG) for international aviation in light of the 2°C and 1.5°C temperature goals of the Paris Agreement;

~~*Recognizing the information sharing and consultative process on the feasibility of an LTAG for international aviation, including the ICAO stocktaking on aviation in sector CO₂ emissions reduction, and the convening of ICAO Global Aviation Dialogues (GLADs) and the High-level Meeting on the Feasibility of a Long-Term Aspirational Goal for International Aviation CO₂ Emission Reductions, since the 40th Session of the ICAO Assembly;*~~

Recognizing that the ICAO Report on the Feasibility of a Long-Term Aspirational Goal for International Civil Aviation CO₂ Emission Reductions, which assessed the global-level technical feasibility of various aviation in-sector CO₂ emissions reduction scenarios, served as the basis for the consideration and adoption at the 41st Session of the ICAO Assembly of the collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal, recognizing that each State's special circumstances and respective capabilities (e.g. the level of development, maturity of aviation markets, sustainable growth of its international aviation, just transition, and national priorities of air transport development) will inform the ability of each State to contribute to the LTAG within its own national timeframe;

~~*Recognizing that the global aspirational goals for the international aviation sector of improving fuel efficiency by 2 per cent per annum and keeping the net carbon emissions from 2020 at the same level do not deliver the level of reduction necessary to reduce aviation's absolute emissions contribution to climate change, and that goals of more ambition are needed to deliver a sustainable path for aviation;*~~

Affirming that addressing GHG emissions from international aviation requires the active engagement and cooperation of States and the industry, and noting the collective commitments announced by Airports Council International (ACI), Civil Air Navigation Services Organisation (CANSO), International Air Transport Association (IATA), International Business Aviation Council (IBAC) and International Coordinating Council of Aerospace Industries Associations (ICCAIA) on behalf of the international air transport industry, to continuously improve CO₂ efficiency by an average of 1.5 per cent per annum from 2009 until 2020, to achieve carbon neutral growth from 2020 and to achieve a long-term goal of net-zero carbon emissions by 2050;

Recognizing the LTAG Monitoring and Reporting (LMR) methodology developed by the Council, with the technical contribution of the Committee on Aviation Environmental Protection (CAEP), to assess progress on the implementation of CO₂ emissions reduction measures towards the achievement of the LTAG, including the past and future CO₂ emissions reduction and the cost impacts of efforts to achieve the LTAG, the impact on the development of the sector, as well as the cost impacts of climate change on international aviation;

Recalling the UNFCCC and the Paris Agreement and *acknowledging* its principle of common but differentiated responsibilities and respective capabilities, in light of different national circumstances;

Also acknowledging the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention;

Recognizing that this Resolution does not set a precedent for or prejudge the outcome of negotiations under the UNFCCC or the Paris Agreement, nor represent the position of the Parties to those agreements;

Noting that, to promote sustainable growth of international aviation and to achieve its global aspirational goals, a comprehensive approach, consisting of a basket of measures including technology, sustainable aviation fuels, operational improvements and market-based measures to reduce emissions and possible evolution of Standards and Recommended Practices (SARPs), is necessary;

Acknowledging the significant technological progress made in the aviation sector, with aircraft produced today being about 80 per cent more fuel efficient per passenger kilometre than in the 1960s, *while observing* an unprecedented level of emerging new technologies and innovations towards green aviation transition;

~~*Acknowledging* the adoption of the CO₂ emissions certification Standard for aeroplanes by the Council in March 2017, and the need to keep this Standard up to date based on the latest aircraft efficiency technology improvements;~~

Acknowledging the need for the timely update and development of relevant ICAO environmental SARPs and guidance for new advanced aircraft technologies, as appropriate;

~~Welcoming~~ the latest CO₂ emissions certification Standard for aeroplanes recommended by CAEP, and the need to keep this Standard up to date based on the latest aircraft efficiency technology improvements;

Recognizing the work being undertaken to consider the environmental aspects of aircraft end-of-life such as through aircraft recycling;

Recognizing that air traffic management (ATM) measures under the ICAO Global Air Navigation Plan contribute to enhanced operational efficiency and the reduction of aircraft CO₂ emissions;

~~Welcoming~~ the assessment of the environmental benefits of the Aviation System Block Upgrades (ASBUs) completed for Block 0 and Block 1, and the results of the global horizontal and vertical flight efficiency analysis;

~~Welcoming~~ the convening of the ICAO Seminars on Green Airports in November 2017, May 2019, and November 2021 and April 2024, and *recognizing* the ~~important role of airports in the distribution of new innovative sources of energy to air transport~~ critical role of airports in the deployment and distribution of cleaner energies for air transport decarbonization in support of the LTAG, and the importance on the resilience of airports;

Noting that the first Conference on Aviation and Alternative Fuels in November 2009 (CAAF/1) endorsed the use of sustainable aviation fuels, particularly the use of drop-in fuels in the short- to mid-term, as an important means of reducing aviation emissions, and that the ~~; Also noting that the CAAF/1 established an ICAO Global Framework for Aviation Alternative Fuels (GFAAF) established by CAAF/1 has been integrated into the ICAO Cleaner Energy Tracker Tools~~ through which progress has been registered, including the increasing number of fuel conversions processes, and airports distributing such fuels for more commercial flights;

Further noting that the second Conference on Aviation and Alternative Fuels in October 2017 (CAAF/2) adopted recommendations and approved a declaration, including the 2050 ICAO Vision for Sustainable Aviation Fuels, as a living inspirational path for a significant proportion of aviation fuels to be substituted with sustainable aviation fuels by 2050, and the need to update the 2050 ICAO Vision to include a quantified proportion of such fuels to be used by 2050;

Recognizing that the technological feasibility of drop-in sustainable aviation fuels, lower carbon aviation fuels and other aviation cleaner energies is proven and such fuels are expected to have the largest impact on aviation CO₂ emissions reduction by 2050 and continue to have a large impact beyond 2050, according to the ICAO LTAG Report, and that the introduction of appropriate policies and incentives to create a long-term market perspective is required;

Recognizing the continuing developments in drop-in fuels such as sustainable aviation fuel (SAF) and lower carbon aviation fuel (LCAF) to reduce aviation CO₂ emissions, and welcoming the development of new fuels and cleaner energy sources for aviation, including the use of hydrogen and renewable electricity;

Acknowledging the need for such fuels to be developed and deployed in an economically feasible, socially and environmentally acceptable manner and the progress achieved in the harmonization of the approaches to sustainability, including the; Recognizing that sustainability criteria, sustainability certification, and the methodology for the assessment of life cycle emissions of such fuels, which are developed and updated as part of work for the implementation of Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and should be used as the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies used in international aviation;

Welcoming the adoption at the third Conference on Aviation and Alternative Fuels in November 2023 (CAAF/3) of the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies including the global aspirational Vision, which aims to facilitate the global scale-up in development and deployment of SAF, LCAF and other aviation cleaner energies by providing greater clarity, consistency and predictability to all stakeholders, on the policies, regulations, implementation support, and financing and investments required, to ensure all States have equal opportunities to contribute to, and benefit from, the expected emissions reductions from such aviation cleaner energies Acknowledging the need to explore and facilitate the civil aviation sector's access to renewable energy including through its cooperation with the Sustainable Energy for All (SE4ALL) initiative, as part of the Organization's contribution to SDG 7 "Ensure access to affordable, reliable, sustainable and modern energy for all";

Also welcoming the approval by the Council in June 2024 of the ICAO Roadmap for the implementation of CAAF/3 outcomes and the LTAG, as a living document, to monitor and reflect a balanced progress between the four interdependent Building Blocks on policy and planning, regulatory framework, implementation support, and financing;

Recalling that Assembly Resolution A37-19 requested the Council, with the support of Member States, to undertake work to develop a framework for market-based measures (MBMs) in international aviation, including further elaboration of the guiding principles listed in the Annex to A37-19, and that the guiding principles were elaborated as listed in the Annex to Assembly Resolutions A38-18, A39-2, and A40-18 and A41-21, which are reproduced in the Annex to this Resolution;

Noting that a substantial strategy for capacity building and other technical and financial assistance was undertaken by the Organization, in line with the No Country Left Behind (NCLB) initiative, to assist with the preparation and submission of States' action plans, including the holding of regional seminars, the development and update of ICAO Doc 9988, Guidance on the Development of States' Action Plans on CO₂ Emissions Reduction Activities, an interactive web-interface, the ICAO Fuel Savings Estimation Tool

(IFSET), the ICAO Environmental Benefits Tool (EBT) and a Marginal Abatement Cost (MAC) curve tool;

Welcoming that, as of July 20252022, 150133-Member States that represent more than 9998 per cent of global international air traffic voluntarily prepared and submitted action plans to ICAO;

Recognizing the need to further develop and update State Action Plans, including the quantification of CO₂ emissions reduction benefits with practical tools, for sustainable aviation and infrastructure with the focus on environment-driven innovations;

Recognizing the different circumstances among States in their capacity to respond to the challenges associated with climate change and the need to provide necessary support, in particular to developing countries and States having particular needs;

Affirming that specific measures to assist developing States as well as to facilitate access to financial support, technology transfer and capacity building should be initiated as soon as possible;

Recognizing the assistance provided by ICAO in partnership with other organizations to facilitate Member States' actions to reduce aviation emissions, as well as to continuously search for potential assistance partnerships with other organizations;

Welcoming the progress under ~~launch~~ of the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuel (ACT-SAF) Programme to support the global scale-up in development and deployment of SAF, LCAF and other aviation cleaner energies, ~~including recognizing the significance of the establishment of partnerships, initiatives and international cooperation among States and relevant stakeholders, in line with the No Country Left Behind (NCLB) initiative;~~

Recognizing the need to invest up to 3.2 trillion USD in producing aviation cleaner energies through to 2050, and additional investments will be needed for other aviation CO₂ reduction measures such as aircraft technologies and operational improvements, according to the LTAG report, and *welcoming* the establishment of initiatives such as the ICAO ACT-SAF and ICAO Finvest Hub to accelerate the development, and facilitate enhanced access to public and private investment capacities and funding from financial institutions, for projects contributing to the decarbonization of international aviation, in particular for developing countries and States having particular needs;

Recognizing the consideration of the Council on the establishment of a climate finance initiative or funding mechanism under ICAO, while addressing the possible financial, institutional and legal challenges, as requested by the 41st Session of the ICAO Assembly;

Recognizing that, according to the latest reports from the IPCC, progress in climate change adaptation planning and implementation has been observed across all sectors and regions, but it is still being unevenly distributed with several adaptation gaps observed, including potential vulnerabilities of key transport infrastructures such as international aviation systems and infrastructures, meaning that their design standards should give due consideration to account for projected climate impacts and risks;

Recognizing the need for enabling conditions for the implementation of long-term climate change adaptation measures, especially for vulnerable parts of the aviation system and infrastructure, which would enhance the preparedness level of the international aviation sector for projected extreme and disruptive climate-related events;

Recognizing the importance of work being undertaken by ICAO, in cooperation with States and relevant United Nations bodies and international organizations, to identify the potential impacts of climate change on international aviation operations and related infrastructure, together with identified options of adaptation measures; and

Recognizing the progress made by ICAO in its implementation of the Climate Neutral UN initiative and the significant support provided by ICAO to the initiative, in particular through the development and regular updates of the ICAO Carbon Emissions Calculator, to support the assessment of emissions from passengers travelling by air and welcoming its expansion to add air cargo emissions;

The Assembly:

1. *Resolves that this Resolution, together with Resolution A42-xxA41-20: Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality and Resolution A42-xxA41-22: Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), supersede Resolutions A41-20, A41-21 and A41-22A40-17, A40-18 and A40-19 and constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection;*
2. *Requests the Council to:*
 - a) ensure that ICAO exercise continuous leadership on environmental issues relating to international civil aviation, including GHG emissions;
 - b) continue to study policy options to limit or reduce the environmental impact of aircraft engine emissions and to develop concrete proposals as needed, encompassing technical solutions and market-based measures, and taking into account potential implications of such measures for developing as well as developed countries; and
 - c) continue to cooperate with organizations involved in policy-making in this field, notably with the Conference of the Parties to the UNFCCC;
3. *Reiterates that:*
 - a) ICAO should continue to take initiatives to promote information on scientific understanding of aviation's impact and action undertaken to address aviation emissions and continue to provide the forum to facilitate discussions on solutions to address aviation emissions; and
 - b) emphasis should be on those policy options that will reduce aircraft engine emissions without negatively impacting the growth of air transport especially in developing economies;
4. *Resolves that States and relevant organizations will work through ICAO to achieve a global annual average fuel efficiency improvement of 2 per cent until 2020 and an aspirational global fuel efficiency improvement rate of 2 per cent per annum from 2021 to 2050, calculated on the basis of volume of fuel used per revenue tonne kilometre performed;*
5. *Agrees that the goals mentioned in paragraph 4 above would not attribute specific obligations to individual States, and the different circumstances, respective capabilities and contribution of developing and developed States to the concentration of aviation GHG emissions in the atmosphere will determine how each State may voluntarily contribute to achieving the global aspirational goals;*

6. *Also resolves* that, without any attribution of specific obligations to individual States, ICAO and its Member States with relevant organizations will work together to strive to achieve a collective medium-term global aspirational goal of keeping the global net carbon emissions from international aviation from 2020 at the same level, taking into account: the special circumstances and respective capabilities of States, in particular developing countries; the maturity of aviation markets; the sustainable growth of the international aviation industry; and that emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed, while also recognizing the long-term global aspirational goal in paragraph 7 below;

7. *Further resolves* that, in addition to the medium-term global aspirational goal in paragraph 6 above, ICAO and its Member States are encouraged to work together to strive to achieve a collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal, recognizing that each State's special circumstances and respective capabilities (e.g. the level of development, maturity of aviation markets, sustainable growth of its international aviation, just transition, and national priorities of air transport development) will inform the ability of each State to contribute to the LTAG within its own national timeframe;

8. *While recognizing* that the LTAG is a collective global aspirational goal, and it does not attribute specific obligations or commitments in the form of emissions reduction goals to individual States, *urges* each State to contribute to achieving the goal in a socially, economically and environmentally sustainable manner and in accordance with national circumstances;

8 bis. *Emphasizes* the need to globally scale up the development and deployment of SAF, LCAF and other aviation cleaner energies, which are expected to have the largest contribution to aviation CO₂ emissions reductions to support the achievement of the LTAG, *and resolves* that ICAO and its Member States strive to achieve a collective global aspirational Vision to reduce CO₂ emissions in international aviation by 5 per cent by 2030 through the use of SAF, LCAF and other aviation cleaner energies (compared to zero cleaner energy use). In pursuing this Vision, each State's special circumstances and respective capabilities will inform the ability of each State to contribute to the Vision within its own national timeframe, without attributing specific obligations or commitments in the form of emissions reduction goals to individual States;

9. *Requests* the Council, with the technical contribution of CAEP, to implement the LTAG Monitoring and Reporting (LMR) methodology to assess progress on the implementation of CO₂ emissions reduction measures towards the achievement of the LTAG, while the LMR will be supported by information from annual ICAO LTAG Stocktaking, ICAO Tracker Tools, State Action Plans for international aviation CO₂ emissions reduction and other information sources, including the monitoring of progress on means of implementation support and financing. The LMR also incorporates the monitoring and review of the global aspirational Vision and the ICAO Global Framework on SAF, LCAF and other Aviation Cleaner Energies, including through the annual ICAO LTAG Stocktaking and the convening of CAAF/4 no later than 2028 with a view to updating the ambition on the basis of market developments in all regions. In this regard, the Council will present necessary updates on the LMR, for consideration by the 43rd Session of the ICAO Assembly; ~~to regularly monitor progress on the implementation of all elements of the basket of measures towards the achievement of the LTAG, including through: the ICAO environment stocktaking process; the review of the ICAO Vision for SAF; further assessment of the CO₂ emissions reduction and cost impacts of a changing climate on international aviation, regions and countries, in particular developing countries, and the impact on the development of the sector, as well as the cost impacts of the efforts to achieve the LTAG; monitoring of information from State Action Plans for international aviation CO₂ emissions reduction; and means of implementation. To this purpose, the Council will consider necessary methodologies for the monitoring of progress, and report to a future Session of the ICAO Assembly;~~

9 bis. Requests the Council to continue to monitor and update the ICAO Roadmap for the implementation of CAAF/3 outcomes and the LTAG, as a living document, while maintaining a balanced progress between the four interdependent Building Blocks on policy and planning, regulatory framework, implementation support, and financing;

10. *Further encourages* all States to submit and update voluntary action plans to ICAO to reduce CO₂ emissions from international aviation, outlining respective policies, actions and roadmaps, including long-term projections;

11. *Invites* those States that choose to prepare or update action plans to submit them to ICAO as soon as possible preferably by the end of June 2027/2024 and once every three years thereafter, in order that ICAO can continue to compile the quantified information in relation to achieving the global aspirational goals and the global aspirational Vision, and the action plans should include information on the basket of measures considered by States, reflecting respective national capacities and circumstances, quantified information on the expected environmental benefits from the implementation of the measures chosen from the basket, and information on any specific assistance needs for the implementation of the measures so that ICAO can tailor capacity building and implementation support measures including facilitating access to financing and funding in line with the State's needs;

12. *Encourages* States that have already submitted action plans to share information contained in action plans and build partnerships with other Member States in order to support those States that have not prepared action plans, and to make the submitted action plans available to the public, taking into account the commercial sensitivity of information contained in States' action plans;

13. *Requests* the Council to facilitate the dissemination of economic and technical studies and best practices related to the global aspirational goals and the global aspirational Vision and to continue to provide guidance and other technical assistance for the preparation and update of States' action plans prior to the end of June 2027/2024, including through cooperation and assistance on identifying possible sources of financing for decarbonization of aviation in cooperation with financial and other relevant organizations, in order for States to conduct necessary studies and to voluntarily submit action plans to ICAO;

14. *Requests* the Council to maintain and enhance appropriate standards, methodologies and a mechanism to measure/estimate, monitor and verify global GHG emissions from international aviation, and that States support the work of ICAO on measuring progress through the reporting of annual data on traffic, fuel consumption and CO₂ emissions;

14 bis. *Specifically requests* the Council, with technical contribution of CAEP, to undertake a study of fuel accounting systems for international aviation currently used in the open market. This study would include preliminary exploration of the so-called 'book and claim' concept to assess its relevancy and applicability, and taking into account relevant developments in other UN bodies, including Article 6 of the Paris Agreement. The intent of the study would be to better understand these accounting systems and concepts and identify potential areas for further investigation. This work can help determine what, if any, role ICAO could have in supporting these systems to facilitate access to environmental benefits of SAF, LCAF and other aviation cleaner energies for international aviation and ensure environmental integrity, with a view to fostering without disincentivizing the global production of such fuels, in particular in developing countries;

15. *Requests* the Council to request States to continue to support the efforts of ICAO on enhancing the reliability of measuring/estimating global GHG emissions from international aviation, and to regularly report CO₂ emissions from international aviation to the UNFCCC, as part of its contribution to assessing progress made in the implementation actions in the sector based on information approved by its Member

States;

16. *While recognizing* that no effort should be spared to obtain means to support the reduction and stabilization of CO₂ emissions from all sources *and emphasizing* the need for significant financial resources to achieve aviation's clean energy transition and the LTAG, *urges* that ICAO and its Member States express a clear concern, through the UNFCCC and other relevant processes, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner;

16 bis. *Recognizes* that the achievement of the LTAG requires a robust, targeted and tailored capacity-building and implementation support programme, and that ICAO, industry, academia and other relevant stakeholders need to work together to deliver such a programme, *taking into account different circumstances of States and regions, and in line with No Country Left Behind;*

16 ter. *Requests* the Council to continue to implement the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuel (ACT-SAF) Programme to support the global scale-up in development and deployment of SAF, LCAF and other aviation cleaner energies, including:

- a) provision of guidance and training, including for the national policy development;
- b) sharing of best practices, including through ICAO seminars and ICAO Tracker Tools;
- c) facilitating the establishment of partnerships, knowledge sharing and technical cooperation amongst ACT-SAF partners;
- d) promoting the voluntary transfer of technology, in particular for developing countries and States having particular needs, including on technical skills, manufacturing, processing and equipment;
- e) assistance for the development of feasibility studies and business implementation studies;
- f) accelerating the development of specific aviation CO₂ emissions reduction projects (e.g. acceleration of the sustainability assessment in SAF projects) including under the Technical Cooperation Programme, which may also facilitate the project's financial access under the ICAO Finvest Hub in sub-paragraph 18. c) below;
- g) further outreach to States and other stakeholders to provide voluntary contributions of additional resources to the ICAO Voluntary Environment Fund in support of activities above under the ACT-SAF programme, and *urges* States and other stakeholders to make regular and substantial contributions to the Fund; and
- h) extending the ACT-SAF programme to add support to the implementation of other emissions reduction measures (e.g. aircraft technology, operations and infrastructural measures) as an ACT-LTAG programme;

16 quater. *Requests* the Council to establish the ACT-LTAG programme as a structured and comprehensive framework to support the development and update of State Action Plans to voluntarily contribute to the LTAG, building upon existing initiatives such as the ACT-CORSIA and ACT-SAF programmes, and collaborating with regional initiatives and platforms to deliver targeted, practical support tailored to State-specific needs, in line with *No Country Left Behind* (NCLB);

17. *Recognizes* that means of implementation commensurate to the level of ambition, including financing, will promote the achievement of the LTAG. It requires substantial investments for States, according to their national circumstances, and that various possible modalities and/or funding mechanisms could be used by ICAO to complement the capacity building and implementation support activities above, and facilitate financing and investment support for implementation of specific aviation CO₂ emissions reduction measures;

18. *Requests* the Council to:

- a) enhance engagement and establish networks and structured dialogues between Member States and the international finance community and other relevant stakeholders, including public and private financial institutions, investors and insurers, as well as the UN and other internationally-recognized funds and investment vehicles, in order to outreach and advocate the financial needs towards the achievement of the LTAG including for SAF, LCAF and other aviation cleaner energies, and to identify and promote financing and funding opportunities and prioritization to aviation decarbonization projects, in particular for developing countries and States having particular needs;
- b) promote and encourage States to use the ICAO sustainability criteria, which are the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies, to prioritize and facilitate financial access to aviation cleaner energy projects;
- c) further operationalize the ICAO Finvest Hub to facilitate enhanced access to public and private investment capacities and funding from financial institutions, for projects contributing to the decarbonization of international aviation towards the achievement of the LTAG with a special attention to SAF, LCAF and other aviation cleaner energies, in particular for developing countries and States having particular needs, including:
 - 1) developing a platform to connect aviation decarbonization projects with potential public and private investors with a matchmaking function, thus helping investors to identify and assess projects, including through the partnerships with the financing platforms of other organizations, while ensuring the ICAO technical requirements such as the sustainability criteria are met;
 - 2) working with various stakeholders to explore innovative funding and risk mitigation mechanism adapted to the decarbonization of aviation, incentivizing investments, and promoting collaboration among stakeholders to mobilize financial resources effectively (e.g. fostering Public Private Partnerships);
 - 3) collaborating with financial institutions, such as development banks, to create pathways for the funding of projects at various stages of maturity;
 - 4) developing a database of funding and financing sources, together with their terms and conditions, for project developers to be able to draw on; and
 - 5) developing a toolkit of term sheets templates (basic conditions to satisfy investors) for SAF, LCAF and other aviation cleaner energies;
- d) while recognizing the urgency and importance of scaling up the financing to aviation decarbonization measures, take urgent action for implementation of the near-term recommendations identified from the Council's consideration of possible climate finance

initiatives or funding mechanisms under ICAO¹, to enhance the existing framework and schemes on funding and financing initiatives to further support the progress towards achieving and implementing the LTAG and the ICAO Global Framework on SAF, LCAF and other Aviation Cleaner Energies, in particular for developing countries and States having particular needs;

- e) set up a workstream to identify financing needs and gaps and explore ways of addressing the long-term options identified from the Council's consideration of possible climate finance initiatives or funding mechanisms under ICAO¹, including the feasibility aspects, and report to the 43rd Session of the ICAO Assembly; and
- f) continue to monitor the progress on the means of implementation support and financing, as part of the LMR in paragraph 9 above;

18. *Requests the Council to:*

- a) ~~initiate specific measures or mechanisms so as to facilitate, in particular for developing countries and States having particular needs, better access to private investment capacities, as well as funding from financial institutions, such as development banks, for projects contributing to the decarbonization of international aviation, as well as encourage new and additional funding to this purpose;~~
- b) ~~further consider the establishment of a climate finance initiative or funding mechanism under ICAO, while addressing the possible financial, institutional and legal challenges, and report to the 42nd Session of the ICAO Assembly;~~
- c) ~~subparagraphs a) and b) above will be complementary to a robust assistance and cooperation programme dedicated to LTAG in order to share information on best practices and provide guidance, capacity building, and other technical assistance. Welcoming the establishment of the ICAO Assistance, Capacity building and Training for SAF (ACT-SAF) programme, it should be extended to add support to the implementation of other emissions reduction measures in an ICAO ACT LTAG programme (e.g. aircraft technologies, operational improvements, infrastructural changes, LCAF and other cleaner energy sources for aviation);~~
- d) ~~promote the voluntary transfer of technology, in particular for developing countries and States having particular needs, to enable them to adapt to cutting edge technology and to enhance their contribution to achieve the LTAG; and~~
- e) ~~in line with the *No Country Left Behind* initiative, urge ICAO Member States to make regular and substantial contributions to the ICAO Environment Fund, to address specific ICAO activities on the LTAG, including the ACT-SAF programme, aiming at assisting developing States and States having particular needs. States are also encouraged to develop specific projects under the ICAO Technical Cooperation Programme.~~

19. *Requests States to promote scientific research aimed at continuing to address the uncertainties identified in the IPCC special report on Aviation and the Global Atmosphere and in the Assessment reports, and ensure that future assessments undertaken by IPCC and other relevant United Nations bodies include updated information, if any, on aircraft-induced effects on the atmosphere;*

¹ Refer to Appendix G of A42-WP/25.

19 bis. *Requests* the Council, with the technical contribution of CAEP, to enhance the scientific understanding and address uncertainties of aviation's climate impacts, including exploring means to quantify potential climate impacts of non-CO₂ aviation emissions and technological and operational measures to address such impacts;

20. *Requests* the Council to:

- a) continue to develop and keep up to date the guidance for Member States on the application of policies and measures aimed at reducing or limiting the environmental impact of emissions from international aviation, and conduct further studies with respect to mitigating the impact of international aviation on climate change and to adapting international aviation systems and infrastructure to climate change impacts and risks;
- b) encourage States to cooperate in the development of predictive analytical models for the assessment of aviation impacts;
- c) continue evaluating the costs and benefits of the various measures, including existing measures, with the goal of addressing aircraft engine emissions in the most cost-effective manner, taking into account the interests of all parties concerned, including potential impacts on the developing world; and
- d) assist Member States with studies, evaluations and development of procedures, in collaboration with other States in the region, to limit or reduce GHG emissions on a global basis and work together collaboratively to optimize the environmental benefits that can be achieved through various programmes;

21. *Invites* the Council and Member States to work together with relevant organizations to strive to achieve the maximum possible level of progress on the implementation of aviation in-sector CO₂ emissions reduction measures (e.g. technology, operations and fuels), recognizing that the largest potential impact on aviation CO₂ emissions reduction will come from fuel-related measures;

22. *Encourages* the Council and Member States to keep abreast of innovative aircraft technologies, new types of operations conducive to emissions reductions, and ~~SAF, LCAF and other aviation cleaner energies sustainable aviation fuels (SAF), lower carbon aviation fuels (LCAF) and other cleaner energy sources in line with the No Country Left Behind initiative~~, in order to enable timely certification, as well as timely update and development of relevant ICAO SARPs and guidance, as appropriate. ICAO and its Member States are urged to continue work on the elements of the basket of measures for the achievement of the LTAG, including paragraphs 23 to 28 below;

23. *Requests* States to:

- a) consider policies to encourage the introduction of increasingly fuel efficient aircraft into the market and facilitate cost-effective fleet renewal by manufacturers and aircraft operators, and work together through ICAO to exchange information and develop guidance for best practices on aircraft end-of-life such as through aircraft recycling; and
- b) incentivize and accelerate investments on research and development of new aircraft with zero CO₂ emissions;

24. *Requests* the Council to:

a) update the CO₂ emissions certification Standard for aeroplanes, as appropriate, based on the latest aircraft efficiency technology improvements;

b) timely update and develop relevant ICAO environmental Standards and Recommended Practices (SARPs) and guidance for new advanced aircraft technologies, as appropriate; and

c) update medium- and long-term technological goals for aircraft fuel burn;

25. *Requests* States to:

a) work together with manufacturers, air navigation services providers (ANSPs), aircraft operators and airport operators to accelerate the development and implementation of fuel efficient routings and air navigation procedures and ground operations to reduce aviation emissions, and work with ICAO to bring the environmental benefits to all regions and States, taking into account the Aviation System Block Upgrades (ASBUs);

b) reduce legal, security, economic and other institutional barriers to enable implementation of the new air traffic management operating concepts for the environmentally efficient use of airspace;

c) develop and implement frameworks that facilitate the deployment of decarbonization projects at airports such as for energy storage and infrastructure, and work together through ICAO to exchange information and best practices on Green Airports, including practices related to airport planning, development, operations and maintenance; and

d) consider undertaking climate risk assessment to foster the inclusion of climate change adaptation measures into national climate policies and planning processes, with respect to international aviation systems and infrastructures, as appropriate;

26. *Requests* the Council to:

a) maintain and update guidance on operational measures to reduce international aviation emissions, and place emphasis on increasing fuel efficiency in all aspects of the ICAO's Global Air Navigation Plan (GANP); encourage States and stakeholders to develop air traffic management that optimizes environmental benefits;

b) continue to develop and update the necessary tools and guidance to assess the benefits associated with air traffic management improvements, and assess the environmental benefits associated with the implementation of the Aviation System Block Upgrades (ASBUs);

c) continue to ~~provide~~ facilitate capacity building and technical assistance, and provide the forum to exchange information on best practices for Green Airports, covering such subjects as smart buildings, renewable energy, green mobility, climate change adaptation and resilient development, community engagement and sustainability reporting, aiming at sharing lessons learned and best practices among airports;

d) publish and maintain guidance material on the implementation of environmentally sustainable practices at airports, including the Eco-Airport Toolkit e-collection; and

e) encourage States to pursue a climate-resilient development of their aviation systems and infrastructures, through the provision of guidance and the exchange of best practices, with a focus

on the development of policies that integrate climate mitigation and adaptation actions to advance the sustainable aviation development;

27. *Requests States to:*

- a) set a coordinated approach in national administrations for policy actions and investment to accelerate the appropriate research, development, deployment and use of SAF, LCAF and other aviation cleaner energies ~~cleaner and renewable energy sources for aviation, including the use of sustainable aviation fuel (SAF) and lower carbon aviation fuel (LCAF)~~, in accordance with their national circumstances;
- b) consider the use of incentives and other policies to encourage the scale-up in the production and deployment of cleaner and renewable energy sources for aviation, including SAF and LCAF, noting that ICAO guidance provides further detail on these potential policy approaches, and recognizing the need to consider a combination of policies which may differ between States due to their national circumstances;
- c) work with relevant stakeholders to accelerate the fuel research, certification and development as well as processing technology and feedstock production, and the certification of new aircraft and engines to allow the use of 100 per cent SAF, in order to decrease costs and support scale-up of sustainable fuel production pathways up to a commercial scale, especially through encouraging and promoting SAF and/or LCAF purchase agreements as well as supporting timely delivery of any necessary changes to airport and energy supply infrastructure, taking into account the sustainable development of States;
- d) recognize the sustainability criteria, sustainability certification, and the methodology for the assessment of life cycle emissions of such fuels, which are developed and updated as part of work for the implementation of CORSIA and should be used as the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies used in international aviation ~~existing approaches to assess the sustainability of all fuels in general, including those for use in aviation which should achieve net GHG emissions reduction on a life cycle basis, contribute to local social and economic development; competition with food and water should be avoided~~; and
- e) adopt measures to ensure the sustainability of aviation fuels, building on existing approaches or combination of approaches, and monitor their production at a national level;

28. *Requests the Council to:*

- a) encourage Member States and invite industry, financial institutions and other international organizations to actively participate in exchange of information and best practices ~~through seminars and training~~, and facilitate the establishment of partnerships and the definition of policies that will further promote the transition to cleaner, renewable sources of energy for aviation, including SAF and LCAF, including through the ICAO ACT-SAF programme ~~through regional seminars~~;
- b) continue to maintain the ICAO ~~Cleaner Energy Tracker Tools Global Framework for Aviation Alternative Fuels (GFAAF)~~;
- c) enhance efforts, with the technical contribution of CAEP, to increase the number of ICAO approved Sustainability Certification Schemes (SCS) in all regions and accelerate the sustainability certification of qualifying SAF, LCAF and other aviation cleaner energies in line

with the CORSIA requirements, without excluding any particular fuel source, pathway, feedstock or technology; and in this regard, accelerate the development and approval of new SCS and the analysis and approval of life cycle values for new fuel sources and pathways;

- d) e) continue to give a global view of the future use of SAF, and LCAF and other aviation cleaner energies and to account for changes in life cycle GHG emissions in order to assess progress toward achieving global aspirational goals and the global aspirational Vision;
- e) d) work with financial institutions to facilitate access to financing infrastructure development projects dedicated to SAF, and LCAF and other aviation cleaner energies and incentives to overcome initial market hurdles;
- f) e) cooperate with other relevant international initiatives, including the Sustainable Energy for All (SE4ALL) initiative, to facilitate aviation's access to renewable energy; and
- g) f) continue to assess progress on the development and deployment of SAF, LCAF and other aviation cleaner energies, as part of the LMR and monitoring and review of the global aspirational Vision and the ICAO Global Framework in paragraph 9 above, and convene CAAF/4 no later than 2028, with a view to updating the ambition on the basis of market developments in all regions ~~cleaner energy sources for aviation as part of the ICAO stocktaking process, and convene the CAAF/3 in 2023 for reviewing the 2050 ICAO Vision for SAF, including LCAF and other cleaner energy sources for aviation, in order to define a global framework in line with the No Country Left Behind (NCLB) initiative and taking into account national circumstances and capabilities;~~

29. *Requests* the Council to identify the potential impacts of climate change on international aviation operations and related infrastructure, identify adaptation measures to address the potential climate change impacts, and maintain and enhance guidance on climate change risk assessment and adaptation measures for international aviation, in cooperation with other relevant international organizations and the industry; and

30. *Requests* the Council to continue to cooperate with the Climate Neutral UN initiative, remain at the forefront of developing methods and tools for quantifying aviation's GHG emissions with respect to the initiative, including the ICAO Carbon Emissions Calculator that also incorporates cargo emissions, and further develop and implement the strategy for reducing GHG emissions and enhancing in-house sustainability management practices of the Organization.

Annex

The guiding principles for the design and implementation of market-based measures (MBMs) for international aviation:

- a) MBMs should support sustainable development of the international aviation sector;
- b) MBMs should support the mitigation of GHG emissions from international aviation;
- c) MBMs should contribute towards achieving global aspirational goals;
- d) MBMs should be transparent and administratively simple;
- e) MBMs should be cost-effective;

- f) MBMs should not be duplicative and international aviation CO₂ emissions should be accounted for only once;
- g) MBMs should minimize carbon leakage and market distortions;
- h) MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;
- i) MBMs should recognize past and future achievements and investments in aviation fuel efficiency and in other measures to reduce aviation emissions;
- j) MBMs should not impose inappropriate economic burden on international aviation;
- k) MBMs should facilitate appropriate access to all carbon markets;
- l) MBMs should be assessed in relation to various measures on the basis of performance measured in terms of CO₂ emissions reductions or avoidance, where appropriate;
- m) MBMs should include de minimis provisions;
- n) where revenues are generated from MBMs, it is strongly recommended that they should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions, including mitigation and adaptation, as well as assistance to and support for developing States;
- o) where emissions reductions are achieved through MBMs, they should be identified in States' emissions reporting; and
- p) MBMs should take into account the principle of common but differentiated responsibilities and respective capabilities, the special circumstances and respective capabilities, and the principle of non-discrimination and equal and fair opportunities.

Agenda Item 17: Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

17.1 At its fifth meeting, the Executive Committee considered the subject of environmental protection on the basis of progress reports by the Council on the implementation of Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), and considered the Council's proposals to update Assembly Resolution A41-22, *Consolidated statement of continuing ICAO policies and practices related to environmental protection – CORSIA* (WP/28). In addition, there were 12 papers submitted by States and Observers: WPs 103, 112 Revision No. 1, 114, 122, 219, 249, 263, 294, 295, 322, 382 Revision No. 1 and 576.

17.2 In WP/28, the Council reported on progress made by ICAO since the 41st Session of the Assembly regarding CORSIA, including the updates of CORSIA-related Standards and Recommended Practices (SARPs) and other relevant implementation elements, and the implementation support provided under the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme, as

well as the 2025 periodic review of CORSIA, reflecting that CORSIA implementation is on track and continues to proceed as had been anticipated at the time of its adoption in 2016. In addition, the Council proposed revisions to Resolution A41-22, in light of developments since the last Assembly.

17.3 In WP/112, Revision No. 1, China presented its position on measures for international aviation CO₂ emissions reduction and its views on the importance of the market-based measures (MBMs) approach to achieving decarbonization in international aviation, in particular CORSIA. The paper proposed that the adjusted CORSIA baseline adopted by the 41st Session of the Assembly be revised through subsequent periodic assessment that includes, in addition to the description of the international aviation emissions and offsetting supply and demand, a methodology with a system of assessment indicators based on the guiding principles for the design and implementation of MBMs.

17.4 In WP/263, India expressed its views on CORSIA, in particular regarding the need to develop additional procedural guidance for States on the treatment of complex organizational changes for aeroplane operators such as mergers, demergers, splits and acquisitions in the context of CORSIA compliance. The paper proposed to include safeguard mechanisms for such scenarios to uphold transparency and consistency in emissions accounting and offsetting obligations in CORSIA and to enhance the capacity-building and best practices sharing on emissions reporting under CORSIA.

17.5 In WP/294, Pakistan presented its views on CORSIA, in particular on the application of the revised baseline and its potential economic implications to developing States. In this context, the paper noted that CORSIA offsetting requirements introduce additional costs for operators, especially due to the procurement of CORSIA eligible fuels (CEFs) and CORSIA eligible emissions units (CEEUs). The paper proposed to review the eligibility of CEFs by expanding the acceptable feedstocks, and to expand the list of CEEUs by including offsets generated under Article 6.4 Mechanism. One State expressed their view that ICAO already has existing mechanisms to assess requirements for CORSIA Eligible Fuels and Eligible Emissions Units, and that there should not be links to mechanisms that reach beyond ICAO.

17.6 In WP/219, Qatar recognized the importance of CORSIA as the cornerstone of global climate policy for international aviation, in particular the role of CEFs and CEEUs and the significance of their effective implementation. The paper also highlighted the critical role of ICAO Member States in supporting CORSIA implementation and proposed a series of actions to increase the availability of CEFs and CEEUs, namely: ensuring the issuance of Letters of Authorization for CEEUs; and preventing double-counting and double compensation between CORSIA and other schemes.

17.7 In WP/103, the United Arab Emirates (UAE) expressed its support for the continued implementation of CORSIA, the relevance of the CORSIA Central Registry (CCR) to report CORSIA data while also mentioning some challenges to manage the CO₂ emissions data volume, particularly in the case of States with multiple operators. The paper presented a proposal for a digital platform to be developed by the UAE that enables aggregation and reporting of national emissions data, and offered support to States interested in implementing similar platforms.

17.8 In WP/295, the Arab Civil Aviation Organization (ACAO), on behalf of 21 Arab States¹, presented its Members' views on the current and future implementation of CORSIA, reaffirming CORSIA's role as the only global MBM to address CO₂ emissions from international aviation. The paper expressed concerns in relation to having other regional or unilateral MBMs, as well as proposals to impose taxes on the aviation sector to be used as a source of climate finance, which will affect the effective implementation of CORSIA. The paper also showcased the active engagement by the ACAO Member

¹ Algeria, Bahrain, Comoros, Djibouti, Egypt, Iraq, Jordan, Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Qatar, Saudi Arabia, Somalia, Sudan, Syrian Arab Republic, Tunisia, United Arab Emirates and Yemen.

States participating in CORSIA, the role of the ICAO ACT-CORSIA programme and the need for a coordinated approach that ensure the supply of CEEUs, including the issuance of Letters of Authorization.

17.9 In WP/122, the African Civil Aviation Commission (AFCAC), on behalf of 54 African States², expressed its Members' support for the continued and robust implementation of CORSIA as the only global MBM for international aviation. The paper presented the progress in the CORSIA implementation by the AFCAC Member States, highlighting that the number of CORSIA volunteer States from Africa has steadily increased throughout CORSIA's Pilot Phase and First Phase. The paper also elaborated on the possible challenges to have other regional MBMs and taxes/levies that would impose additional Monitoring, Reporting and Verification (MRV) or other overlapping requirements, which also may lead to unfair competition between aeroplane operators from developing States. The paper expressed support for the ICAO ACT-CORSIA programme and underscored the need for continuous support on capacity-building to African States.

17.10 In WP/249, Canada, Costa Rica, the Dominican Republic, Equatorial Guinea, Ghana, Japan, Kenya, Papua New Guinea, Republic of Korea, Rwanda, the European Civil Aviation Conference (ECAC) and its Member States³, and the European Union (EU) and its Member States⁴, co-sponsored by Mexico, presented the views of the members of the International Aviation Climate Ambition Coalition (IACAC), including their commitment to CORSIA as the only global MBM for international aviation. The paper recognized the significant progress in CORSIA implementation since the 41st Session of the Assembly and encouraged all ICAO Member States to participate in the scheme as soon as practicable. The paper also highlighted the need for an effective collaboration among relevant national authorities for the timely issuance of host country attestations for CEEUs.

17.11 In WP/382, Revision No. 1, the Air Transport Action Group (ATAG), co-sponsored by Airports Council International (ACI), the International Business Aviation Council (IBAC) and the International Coordinating Council of Aerospace Industries Associations (ICCAIA), reaffirmed the air transport industry's support for CORSIA as the only global MBM applying to CO₂ emissions from international aviation, and expressed the view that taxes and levies should be avoided. The paper acknowledged the significant contribution of the ICAO ACT-CORSIA programme to support States in CORSIA implementation.

17.12 In WP/322, the International Air Transport Association (IATA), co-sponsored by the Dominican Republic, Malaysia and Singapore, recognized CORSIA as an essential element of the basket of measures to address CO₂ emissions from international aviation, and highlighted the importance of having CORSIA established as the only global MBM for the international aviation sector, avoiding any unilateral or regional MBMs that could create a duplication of regulatory obligations, as well as taxes and levies that could lead to additional administrative and financial burden for aeroplane operators. The paper encouraged more States to participate in CORSIA to increase the scheme's coverage of the international aviation CO₂ emissions, and to continue with its successful implementation. The paper also highlighted the need for host

² Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, São Tomé and Príncipe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia and Zimbabwe.

³ Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Monaco, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Republic of Moldova, Romania, San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine and United Kingdom.

⁴ Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden.

countries to issue Letters of Authorization to upscale the supply of CEEUs to ensure that aeroplane operators will meet their offsetting requirements under CORSIA in a cost-effective manner.

17.13 The Committee noted WP/451 submitted by the Russian Federation, expressing suggestions related to CORSIA implementation, including the acceptance of LCAF certification by national certification bodies of compliance, and the update of Annex 16, Volume IV and relevant ICAO documents not more frequently than every three years, while expressing the difficulty to comply with the CORSIA emissions unit eligibility criteria for emissions unit programmes whose features and parameters are defined by national legislations.

17.14 The Committee noted information papers WP/114 by Cuba reiterating its support for CORSIA and for the continuation of the ICAO ACT-CORSIA programme, and WP/576 by Malaysia on effective CORSIA implementation and aviation decarbonization.

17.15 The Committee acknowledged the substantial progress achieved, including the robust implementation of CORSIA and its CO₂ emissions Monitoring, Reporting and Verification (MRV) requirements by States and aeroplane operators, in accordance with the Standards and Recommended Practices for CORSIA implementation as contained in Annex 16, Volume IV to the *Convention on International Civil Aviation*, and welcomed the timely development and updates of CORSIA implementation elements by the Council, including CORSIA eligible fuels, CORSIA eligible emissions units, and CORSIA Central Registry. The Committee also welcomed the continued success of the ICAO ACT-CORSIA programme, with the contributions and engagement of Member States, and requested States to continue to engage in and support the programme.

17.16 The Committee noted the request by a State to develop additional procedural guidance for States regarding the treatment of complex organizational changes of aeroplane operators such as mergers, demergers, splits and acquisitions in the context of CORSIA compliance. The Committee also noted the clarification that the ICAO Council's Committee on Aviation Environmental Protection (CAEP) had developed initial guidance on matters related to the allocation of the CORSIA baseline and calculation of offsetting requirements in cases of mergers and acquisitions of aeroplane operators. The Committee supported the proposed way forward for CAEP to give due consideration to additional possible scenarios with a view to develop further guidance on this matter, for inclusion in future editions of the *Environmental Technical Manual* (Doc 9501), Volume IV.

17.17 The Committee noted the work undertaken by a State on the development of a digital platform for the aggregation and reporting of CO₂ emissions data for its submission to the CORSIA Central Registry (CCR), and welcomed the offer by the said State to support the implementation of similar platforms in other States. The Committee supported the proposed way forward for the said State to work with the ICAO Secretariat to explore the feasibility of possible collaborations on this matter, including as part of the ICAO ACT-CORSIA programme.

17.18 Regarding the 2025 CORSIA periodic review, it was clarified that the Council conducted the review, with the technical contribution of CAEP, building upon the process followed for the first CORSIA review in 2022, and with a focus on the supply, demand and price of CORSIA eligible fuels and CORSIA eligible emissions units. It was also clarified that the outcome of the 2025 CORSIA periodic review shows the estimated cost of CORSIA implementation to be within the range provided by previous CAEP analyses, including the one considered at the time of the CORSIA agreement by the 39th Session of the ICAO Assembly in 2016. Emphasis was placed on the harmonized approach under CORSIA to ensure the quality of CORSIA eligible fuels and CORSIA eligible emissions units, through the CORSIA sustainability criteria and the CORSIA emissions unit eligibility criteria, respectively, as referenced in Annex 16, Volume IV. In this regard, the Committee requested the Council, with the technical contribution

of CAEP, to continue to regularly assess and monitor the supply, demand and price of CORSIA eligible fuels and CORSIA eligible emissions units, while ensuring their sustainability and quality.

17.19 The Committee encouraged States and other relevant stakeholders to rapidly scale up the production and certification of CORSIA eligible fuels and urged the Council, with the technical contribution of CAEP, to accelerate the certification and approval of the sustainability of feedstocks and pathways, in order to maximize scalability and increase opportunities for States in all regions for an inclusive decarbonization of the international aviation sector. It recognized the critical importance of Letters of Authorization to facilitate the access and availability of CORSIA eligible emissions units to aeroplane operators, and encouraged governments hosting activities that generate CORSIA eligible emissions units to expedite the issue of such letters.

17.20 The Committee encouraged more States to participate voluntarily in CORSIA to increase its environmental integrity, as the only global scheme for international aviation, highlighting paragraph 18 of draft Assembly Resolution attached to WP/28, which states that "*CORSIA is the only global market-based measure applying to CO₂ emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional MBMs, thus ensuring that international aviation CO₂ emissions should be accounted for only once*". In this regard, the Committee expressed an overwhelming concern with an increasing number of initiatives to collect taxes from international aviation for the mobilization of revenue for climate change and other purposes, as called for by paragraph 16 of Assembly Resolution A41-21 on climate change, noting that similar concerns were raised in some papers under Agenda Items 16 and 26. The Committee recognized that such initiatives would represent duplicative market-based measures, leading to double-charging for aviation CO₂ emissions, and negatively impacting the implementation of CORSIA and ultimately the LTAG.

17.21 The Committee agreed to recommend that the Assembly adopt the following Resolution:

Resolution 17/1: Consolidated statement of continuing ICAO policies and practices related to environmental protection - Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

Whereas Assembly Resolution A38-18 decided to develop a global market-based measure (GMBM) scheme for international aviation, for decision by the 39th Session of the Assembly;

Recalling that Assembly Resolution A38-18 requested the Council, with the support of Member States, to identify the major issues and problems, including for Member States, and make a recommendation on a GMBM scheme that appropriately addresses them and key design elements, including a means to take into account special circumstances and respective capabilities, and the mechanisms for the implementation of the scheme from 2020 as part of a basket of measures which also include technologies, operational improvements and sustainable aviation fuels to achieve ICAO's global aspirational goals;

Whereas Assembly Resolution A39-3 decided to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as part of a basket of measures which also include aircraft technologies, operational improvements and sustainable aviation fuels to achieve ICAO's global aspirational goals;

Recognizing that ICAO is the appropriate forum to address emissions from international aviation, and the significant amount of work undertaken by the Council, its Climate and Environment Committee (CEC), its Technical Advisory Body (TAB) and its Committee on Aviation Environmental Protection (CAEP) to support the implementation of CORSIA;

Welcoming the adoption of the second first edition of Annex 16 – Environmental Protection, Volume IV – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), the provisions of which include Monitoring, Reporting and Verification (MRV) procedures for CORSIA;

Also welcoming the publication of the third second edition of Environmental Technical Manual (ETM, Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA);

Welcoming the progress made for the development and update of ICAO CORSIA Implementation Elements, which are reflected in 14 ICAO documents directly referenced in Annex 16, Volume IV, containing materials that are approved by the Council, and are essential for the implementation of CORSIA;

Also welcoming the establishment by the Council of the Technical Advisory Body (TAB), with the mandate to make recommendations to the Council on the CORSIA eligible emissions units;

Recognizing the importance of a coordinated approach for capacity building activities by ICAO and its Member States, in cooperation with the aviation industry, to support the implementation of CORSIA, in particular through the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme that includes the organization of seminars, development of outreach materials, and establishment of CORSIA partnerships among States, which have been instrumental to the successful implementation of MRV requirements by States and reporting of annual CO₂ emissions to the CORSIA Central Registry;

Welcoming the increasing number of announcements by Member States of their intention to voluntarily participate in CORSIA in the pilot phase from 2021, with the voluntary participation of 88 States for 2021, 107 States for 2022, and 115 States for 2023, 126 States for 2024, 129 States for 2025 and 130 States for 2026;

Recognizing that strong capacity-building activities can facilitate the decision of Member States to voluntarily participate in CORSIA;

Recalling the decision of the Council (June 2020) on the use of 2019 emissions instead of 2020 emissions for the implementation of relevant CORSIA design elements (i.e. CORSIA baseline, reference year for calculating an aeroplane operator's offsetting requirements, and new entrant threshold) during the pilot phase, in light of the COVID-19 pandemic and providing safeguards against inappropriate economic burden on aeroplane operators;

Recalling Recognizing the completion of the 2022 periodic review of CORSIA by the Council with the technical contribution of CAEP, including the analyses on the impact of the COVID-19 pandemic and its CO₂ recovery scenarios to the demand, supply and cost of CORSIA offsetting requirements, and associated adoption of Assembly Resolution A41-22 with the adjustments of relevant CORSIA design elements, such as on the CORSIA baseline and calculation of an aeroplane operator's offsetting requirements during and beyond the pilot phase;

Noting the support of the aviation industry for CORSIA as a single global carbon offsetting scheme, as opposed to a patchwork of State and regional MBMs, as a cost-effective measure to complement a broader package of measures including technology, operations and infrastructure measures;

Recognizing that MBMs should not be duplicative and international aviation CO₂ emissions should be accounted for only once;

Emphasizing that the decision by the 39th Session of the Assembly to implement the CORSIA reflects the strong support of Member States for a global solution for the international aviation industry, as opposed to a possible patchwork of State and regional MBMs;

Reaffirming the concern with the use of international civil aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, and that MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;

Recalling the United Nations Framework Convention on Climate Change (UNFCCC) and the Paris Agreement and *acknowledging* its principle of common but differentiated responsibilities and respective capabilities, in light of different national circumstances;

Also acknowledging the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention;

Recognizing that the work related to CORSIA and its implementation will contribute to the achievement of the goals set out in the Paris Agreement adopted under the UNFCCC;

Whereas the UNFCCC and its Kyoto Protocol and the Paris Agreement provide for mechanisms, such as the Clean Development Mechanism (CDM) under the Kyoto Protocol and ~~a new market mechanism~~ the Paris Agreement Crediting Mechanism (PACM) under the Paris Agreement, to contribute to the mitigation of GHG emissions to support sustainable development, which benefit developing States in particular;

~~Welcome~~ing the cooperation between the UNFCCC and ICAO on the development of CDM methodologies for aviation;

Recognizing that this Resolution does not set a precedent for or prejudge the outcome of negotiations under the UNFCCC, the Paris Agreement, or other international agreements, nor represent the position of the Parties to the UNFCCC, the Paris Agreement, or other international agreements;

The Assembly:

1. *Resolves* that this Resolution, together with Resolution A42-xxA41-20: *Consolidated statement of continuing ICAO policies and practices related to environmental protection - General provisions, noise and local air quality* and Resolution A42-xxA41-24: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*, supersede Resolutions A41-20, A41-21 and A41-22A40-17, A40-18 and A40-19 and constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection;
2. *Acknowledges* the progress achieved on all elements of the basket of measures available to address CO₂ emissions from international aviation, including aircraft technologies, operational improvements, sustainable aviation fuels and CORSIA, and *affirms* the preference for the use of aircraft technologies, operational improvements and sustainable aviation fuels that provide the environmental benefits within the aviation sector;
3. *Also acknowledges* that, despite this progress, the environmental benefits from aircraft technologies, operational improvements and sustainable aviation fuels may not deliver sufficient CO₂ emissions reductions to address the growth of international air traffic, in time to achieve the global aspirational goal of keeping the global net CO₂ emissions from international aviation from 2020 at the same level;

4. *Emphasizes* the role of CORSIA to complement a broader package of measures to achieve the global aspirational goal, without imposing inappropriate economic burden on international aviation;
5. *Recalls* its decision at the 39th Session to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) to address any annual increase in total CO₂ emissions from international civil aviation (i.e. civil aviation flights that depart in one country and arrive in a different country) above the 2020 levels, taking into account special circumstances and respective capabilities;
6. *Requests* the Council to continue to ensure all efforts to make further progress on aircraft technologies, operational improvements and sustainable aviation fuels be taken by Member States and reflected in their action plans to address CO₂ emissions from international aviation, and to monitor and report the progress on implementation of action plans, and that a methodology should be developed to ensure that an aeroplane operator's offsetting requirements under the scheme in a given year can be reduced through the use of CORSIA eligible fuels (i.e. CORSIA sustainable aviation fuels and CORSIA lower carbon aviation fuels), so that all elements of the basket of measures are reflected;
7. *Requests* the Council to continuously monitor the implementation of all elements of the basket of measures, and consider the necessary policies and actions to ensure that progress is achieved in all of the elements in a balanced way with an increasing percentage of emissions reductions accruing from non-MBM measures over time;
8. *Acknowledges* special circumstances and respective capabilities of States, in particular developing States, in terms of vulnerability to the impacts of climate change, economic development levels, and contributions to international aviation emissions, among other things, while minimizing market distortion;
9. *Recalls* its decision at the 39th Session on the use of a phased implementation for the CORSIA to accommodate the special circumstances and respective capabilities of States, in particular developing States, while minimizing market distortion, as follows:
 - a) Pilot phase applies from 2021 through 2023 to States that have volunteered to participate in the scheme. States participating in this phase may determine the basis of their aeroplane operator's offsetting requirements from paragraph 11 e) i) below;
 - b) First phase applies from 2024 through 2026 to States that voluntarily participate in the pilot phase, as well as any other States that volunteer to participate in this phase, with the calculation of offsetting requirements in paragraph 11 a) below;
 - c) All States are strongly encouraged to voluntarily participate in the pilot phase and the first phase, noting that developed States, which have already volunteered, are taking the lead, and that several other States have also volunteered;
 - d) The Secretariat will make public on the ICAO website updated information on the States that volunteered to participate in the pilot phase and first phase;
 - e) Second phase applies from 2027 through 2035 to all States that have an individual share of international aviation activities in RTKs in year 2018 above 0.5 per cent of total RTKs or whose cumulative share in the list of States from the highest to the lowest amount of RTKs reaches 90 per cent of total RTKs, except Least Developed Countries (LDCs), Small Island Developing States (SIDS) and Land Locked Developing Countries (LLDCs) unless they volunteer to participate in this phase;

- f) States that are exempted or have not yet participated are strongly encouraged to voluntarily participate in the scheme as early as possible, in particular those States that are members of a regional economic integration organization. States who decide to voluntarily participate in the scheme, or decide to discontinue the voluntary participation from the scheme, may only do so from 1 January in any given year and they shall notify ICAO of their decision by no later than 30 June of the preceding year; and
- g) Starting in 2022, the Council will conduct a review of the implementation of the CORSIA every three years, including its impact on the growth of international aviation, which serves as an important basis for the Council to consider whether it is necessary to make adjustments to the next phase or compliance cycle and, as appropriate, to recommend such adjustments to the Assembly for its decision;

10. *Recalls* its decision at the 39th Session that the CORSIA shall apply to all aeroplane operators on the same routes between States with a view to minimizing market distortion, as follows:

- a) all international flights on the routes between States, both of which are included in the CORSIA by paragraph 9 above, are covered by the offsetting requirements of the CORSIA;
- b) all international flights on the routes between a State that is included in the CORSIA and another State that is not included in the CORSIA by paragraph 9 above are exempted from the offsetting requirements of the CORSIA, while retaining simplified reporting requirements; and
- c) all international flights on the routes between States, both of which are not included in the CORSIA by paragraph 9 above, are exempted from the offsetting requirements of the CORSIA, while retaining simplified reporting requirements;

11. *Recalls* its decision at the 39th Session and *further decides* at the 41st Session that the amount of CO₂ emissions required to be offset by an aeroplane operator in a given year from 2021 is calculated every year as follows:

- a) an aeroplane operator's offset requirement = [% sectoral × (an aeroplane operator's emissions covered by CORSIA in a given year × the sector's growth factor in the given year)] + [% individual × (an aeroplane operator's emissions covered by CORSIA in a given year × that aeroplane operator's growth factor in the given year)];
- b) where the sector's growth factor from 2021 through 2023 = (total emissions covered by CORSIA in the given year – total emissions covered by CORSIA in 2019) / total emissions covered by CORSIA in the given year, and the sector's growth factor from 2024 through 2035 = (total emissions covered by CORSIA in the given year – 85% of total emissions covered by CORSIA in 2019) / total emissions covered by CORSIA in the given year;
- c) where the aeroplane operator's growth factor from 2033 through 2035 = (the aeroplane operator's emissions covered by CORSIA in the given year – 85% of the aeroplane operator's emissions covered by CORSIA in 2019) / the aeroplane operator's emissions covered by CORSIA in the given year;
- d) where the % sectoral = (100% – % individual) and;
- e) where the % sectoral and % individual will be applied as follows:

- i) from 2021 through 2023, 100% sectoral and 0% individual, though each participating State may choose during this pilot phase whether to apply this to:
 - a) an aeroplane operator's emissions covered by CORSIA in a given year, as stated above, or
 - b) an aeroplane operator's emissions covered by CORSIA in 2019;
- ii) from 2024 through 2026, 100% sectoral and 0% individual;
- iii) from 2027 through 2029, 100% sectoral and 0% individual;
- iv) from 2030 through 2032, 100% sectoral and 0% individual;
- v) from 2033 through 2035, 85% sectoral and 15% individual;

- f) the aeroplane operator's emissions and the total emissions covered by CORSIA in the given year do not include emissions exempted from the scheme in that year;
- g) the scope of emissions in paragraphs 11 b) and 11 c) above will be recalculated at the start of each year to take into account routes to and from all States that will be added due to their voluntary participation or the start of a new phase or compliance cycle;

12. *Recalls* its decision at the 39th Session and ~~further decision at the 41st Session~~ *further decides* that a new entrant¹ is exempted from the application of the CORSIA for three years or until the year in which its annual emissions exceed 0.1 per cent of total emissions in 2019, whichever occurs earlier. From the subsequent year, the new entrant is included in the scheme and treated in the same way as the other aeroplane operators;

13. *Recalls* its decision at the 39th Session that, notwithstanding with the provisions above, the CORSIA does not apply to low levels of international aviation activity with a view to avoiding administrative burden: aeroplane operators emitting less than 10 000 metric tonnes of CO₂ emissions from international aviation per year; aeroplanes with less than 5 700 kg of maximum take-off mass (MTOM); or humanitarian, medical and firefighting operations;

14. *Recalls* its decision at the 39th Session that the emissions that are not covered by the scheme, as the results of phased implementation and exemptions, are not assigned as offsetting requirements of any aeroplane operators included in the scheme;

15. *Recalls* its decision at the 39th Session on a three-year compliance cycle, starting with the first cycle from 2021 to 2023, for aeroplane operators to reconcile their offsetting requirements under the scheme, while they report the required data to the authority designated by the aeroplane operator's State of registry every year;

16. *Recalls* its decision at the 39th Session on the need to provide for safeguards in the CORSIA to ensure the sustainable development of the international aviation sector and against inappropriate economic burden on international aviation, and *requests* the Council to decide the basis and criteria for triggering

¹ A new entrant is defined as any aeroplane operator that commences an aviation activity falling within the scope of Annex 16, Volume IV on or after its entry into force and whose activity is not in whole or in part a continuation of an aviation activity previously performed by another aeroplane operator.

such action and identify possible means to address these issues;

17. *Recalls* its decision at the 39th Session that a periodic review of the CORSIA is undertaken by the Council, with the technical contribution of CAEP, for consideration by the Assembly, every three years from 2022 for the purpose referred to in paragraph 9 g) above and to contribute to the sustainable development of the international aviation sector and the effectiveness of the scheme, and *requests* the Council to develop a methodology and timeline to conduct such reviews. This will involve, *inter alia*:

- a) assessment of: progress towards achieving ICAO's global aspirational goal; the scheme's market and cost impact on States and aeroplane operators and on international aviation; and the functioning of the scheme's design elements;
- b) consideration of the scheme's improvements that would support the purpose of the Paris Agreement, in particular its long-term temperature goals; and update the scheme's design elements to improve implementation, increase effectiveness, and minimize market distortion, taking into account the consequential impact of changing the scheme's design elements, e.g. to MRV requirements; and
- c) a special review by the end of 2032 on termination of the scheme, its extension or any other improvements of the scheme beyond 2035, including consideration of the contribution made by aircraft technologies, operational improvements and sustainable aviation fuels towards achieving ICAO's environmental objectives;

18. *Determines* that the CORSIA is the only global market-based measure applying to CO₂ emissions from international aviation so as to avoid a possible patchwork of duplicative State or regional MBMs, thus ensuring that international aviation CO₂ emissions should be accounted for only once;

19. *Requests* the following actions be taken for implementation of the CORSIA:

- a) the Council, with the technical contribution of CAEP, to update Annex 16, Volume IV and the Environmental Technical Manual, Volume IV, as appropriate;
- b) the Council, with the technical contribution of CAEP, to continue to develop and update the ICAO CORSIA documents referenced in Annex 16, Volume IV related to: ICAO CORSIA CO₂ Estimation and Reporting Tool; CORSIA eligible fuels; CORSIA emissions units criteria (EUC); and CORSIA Central Registry, as appropriate;
- c) the Council to develop and update the ICAO CORSIA document referenced in Annex 16, Volume IV related to the eligible emissions units for use by the CORSIA, considering the recommendations of the TAB;
- d) the Council to maintain and update the CORSIA Central Registry under the auspices of ICAO to enable the reporting of relevant information from Member States to ICAO;
- e) the Council to continue to oversee the implementation of the CORSIA, with support provided by the CEC and CAEP, as appropriate; and
- f) Member States to take the necessary action to ensure that national policies and regulatory frameworks are established for the compliance and enforcement of the CORSIA, in accordance with the timeline set forth by Annex 16, Volume IV;

20. *Recalls* its decision at the 39th Session that emissions units generated from mechanisms established

under the UNFCCC and its Kyoto Protocol and the Paris Agreement Crediting Mechanism (PACM) are eligible for use in CORSIA, provided that they align with decisions by the Council, with the technical contribution of TAB and CAEP, including on avoiding double-counting and on eligible vintage and timeframe;

21. *Decides* that ICAO and Member States take all necessary actions in providing the capacity building and assistance and building partnerships for implementation of the CORSIA, in accordance with the timeline set forth in Annex 16, Volume IV, including through the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme that includes the organization of seminars, development of outreach materials, and establishment of CORSIA partnerships among States, while emphasizing the importance of a coordinated approach under the umbrella of ICAO for undertaking capacity building and assistance activities;
22. *Recalls* its decision at the 39th Session that the CORSIA will use emissions units that meet the Emissions Unit Criteria (EUC) in paragraph 19 above;
23. *Requests* the Council to promote the use of emissions units generated that benefit developing States, and *encourages* States to develop domestic aviation-related projects; and
24. *Requests* the Council to explore further development of aviation-related methodologies for use in offsetting programmes, including mechanisms or other programmes under the Paris Agreement, and *encourages* States to use such methodologies in taking actions to reduce aviation CO₂ emissions, which could further enable the use of credits generated from the implementation of such programmes by the CORSIA, without double-counting of emissions reduction.

Agenda Item 18: Capacity Development and Implementation Support – Policy and Activities

No Country Left Behind (NCLB)

18.1 The Committee reviewed A42-WP/19, presented by the Secretariat on the ICAO Capacity Development and Implementation Support – Policy and Activities on the overall implementation and performance results of the Capacity Development and Implementation Programme activities undertaken during the 2022-2024 triennium which have supported the advancement of the No Country Left Behind (NCLB) strategic goal, including ICAO Training and Resource Mobilization efforts, as well as initiatives to further the attainment of the United Nations Sustainable Development Goals (SDGs) and the update on the implementation of the related ICAO policy and strategies for implementation support. The Committee commended the operational and financial performance achieved by the Capacity Development and Implementation Programme during the past triennium, including its training, iPacks, fellowships and resource mobilization activities, which have been instrumental in supporting progress in the achievement of the NCLB strategic goal and the UN SDGs. The Committee recognized the support provided across all ICAO Regions, including least developed countries. The Committee agreed to invite the Assembly to adopt the revised “Consolidated Statement of ICAO Policies on Implementation Support” in Appendix C, which supersedes Assembly Resolution A41-25.

18.2 The Committee reviewed A42-WP/138, presented by Brazil on the State’s targeted initiatives in support of neighbouring States in key areas such as flight inspection services, Air Traffic Flow Management (ATFM) implementation, airspace design, and capacity optimization, with the aim of

strengthening their air navigation systems. The Committee acknowledged the importance of regional cooperation as a key enabler to maximize results of capacity development and implementation support.

18.3 The Committee reviewed A42-WP/360, presented by Cameroon and co-sponsored by Canada, on the proposal for the establishment of a global platform to facilitate exchanges between entities seeking to transfer or acquire civil aviation safety and security equipment. The Committee recognized the benefits of such a platform and supported the implementation of this initiative provided that elements such as financial considerations, equipment lifecycle and SARPs compliance aspects are carefully reviewed. The Committee noted the need to ensure sensitive aviation security information and other sensitive technical data related to security equipment is appropriately safeguarded.

18.4 The Committee reviewed A42-WP/147, presented by Canada and co-sponsored by the United States of America, on the critical role of technical cooperation in advancing ICAO's strategic goals, including its vital contributions in furthering global aviation safety and security. The Committee acknowledged the importance of aligning contributions and requests for implementation support with ICAO's strategic goals to support compliance with the Chicago Convention and enhance aviation safety and security. The Committee encouraged Member States to coordinate efforts to expand the reach and impact of capacity-building initiatives globally, improve coordination, reduce duplication of efforts and ensure needs-based implementation. The Committee recognized the request for States to contribute and collaborate with ICAO, including its Regional Offices, to support capacity building and implementation support activities.

18.5 The Committee reviewed A42-WP/392, presented by Colombia and supported by 17 member States of the Latin American Civil Aviation Commission (LACAC), on the importance of knowledge management and cooperation to drive improvements in productivity, building capacity, and process optimization, which should ultimately lead to a safer, more efficient and innovative sector. The Committee acknowledged the importance of knowledge management, which could support the achievement of the Organization's strategic goals.

18.6 The Committee reviewed A42-WP/430, presented by Egypt, on proposed measures to establish mechanisms for the reconstruction of the civil aviation sector in countries affected by regional conflicts and disputes. The Committee recognized the importance of ICAO and States' role, where necessary, in providing support to States affected by conflicts and disputes in line with the No Country Left Behind strategic goal with due consideration to sensitivities in the affected areas.

18.7 The Committee reviewed A42-WP/133, presented by the Islamic Republic of Iran, on proposed actions towards strengthening social responsibility in aviation to ensure balanced, inclusive progress in line with the UN 2030 Agenda, including the establishment of a Committee on Aviation Social Responsibility and the development of a framework and reporting system. The Committee expressed concerns regarding the creation of such a Committee and related reporting mechanisms considering the Organization's mandate and limited resources.

18.8 The Committee reviewed A42-WP/146, presented by South Africa on the ICAO No Country Left Behind (NCLB) strategic goal supporting building capacity and sharing scarce resources amongst Member States, with the aim of enabling the achievement of goals related to safety, security, and environment, among others. The Committee requested Member States to support the NCLB strategic goal, supported the request for ICAO to mobilize and allocate sufficient resources to implement this goal and encouraged Member States and Organizations to provide support, in a coordinated manner, to States that may need assistance.

18.9 The Committee reviewed A42-WP/132, presented by the African Civil Aviation Commission (AFCAC) on behalf of 54 African States, on “Balancing Security and Sustainability: The Challenges of Integrating Aviation Security Training Centres (ASTC) into the TRAINAIR PLUS Programme (TPP)” that acknowledged the pivotal role played by aviation security (AVSEC) in protecting air transport systems. The Committee reaffirmed the role of ICAO ASTCs and the importance of maintaining high-quality and affordable aviation security training for all States, in line with the ICAO No Country Left Behind strategic goal. It also recommended to conduct a thorough operational and financial assessment on the impact of a potential integration of the ASTC network with the TRAINAIR PLUS Programme, in consultation with all relevant stakeholders that includes considering alternative models. Finally, the Committee highlighted the need to provide equitable access to aviation security training while maintaining sustainable long-term viability.

18.10 Information papers submitted by Japan (A42-WP/542), Kazakhstan (A42-WP/363), Pakistan (A42-WP/499 and A42-WP/502), the People’s Republic of China on behalf of Kyrgyzstan, Lao PDR, Mongolia, Sri Lanka and Thailand (A-WP/585); Seychelles (A-WP/590); and Denmark on behalf of the European Union and the other Member States of the European Civil Aviation Conference, and EUROCONTROL (A-WP/591 and A-WP/592), were noted.

18.11 In light of its deliberations, the Executive Committee invited the Plenary to agree:

- a) that ICAO recognize the potential benefits of a global platform for the exchange of safety and security equipment and supported the implementation of this initiative provided that elements such as financial considerations, equipment lifecycle, protection of sensitive aviation security information and sensitive technical data, and SARPs compliance aspects are carefully reviewed;
- b) that ICAO encourage Member States to coordinate efforts to expand the reach and impact of capacity-building initiatives globally, improve coordination, reduce duplication of efforts and ensure needs-based implementation, as well as contribute and collaborate with ICAO, including its Regional Offices, to support capacity building and implementation support activities;
- c) that ICAO is encouraged to continue exploring alternative models and conduct a thorough operational and financial assessment on the impact of a potential integration of the ASTC network with the TRAINAIR PLUS Programme, in consultation with all relevant stakeholders;
- d) mobilizes and allocates sufficient resources to implement the No Country Left Behind strategic goal and encourage Member States and Organizations to provide support, in a coordinated manner, to States that may need assistance; and
- e) to submit, for adoption by the Plenary, the following Resolution, which will supersede Assembly Resolution A41-25.

Resolution 18/1: Consolidated statement of ICAO policies on capacity development and implementation support

Whereas new policies have been approved by the Council for capacity development and implementation support, in the form of technical assistance and technical cooperation, which replaced the Policy on Technical Assistance endorsed by the 38th Session of the Assembly.

Whereas “Technical Assistance” is any assistance provided by ICAO to States, which is funded by the Regular Budget and/or Voluntary Funds, and implemented through any Bureau/Office depending on the nature and duration of the project;

Whereas “Technical Cooperation” is any project requested and funded by States and/or Organizations and implemented through the Technical Cooperation Bureau on a cost recovery basis, where all the direct and indirect costs related to the project are recovered;

Whereas the Assembly has endorsed the new *Policy on ICAO Implementation Support Provided to States* with the objective of strengthening and harmonizing the coordination and management of capacity development and implementation support programmes, projects, products, services and activities across the Organization;

Whereas ICAO capacity development and implementation support is provided to Contracting States under a *One-ICAO* approach, ensuring that the development, deployment and delivery of products, services and activities are carried out with a focus on relevance, consistency, efficiency and effectiveness.

Recognizing that a common ICAO capacity development and implementation support programme will further strengthen the Organization’s capacity development and implementation support activities to better meet the needs of Contracting States;

Recognizing that ICAO capacity development and implementation support provided to Contracting States is essential to achieving the No Country Left Behind strategic goal as reflected in the Organization’s long-term Strategic Plan.

The Assembly:

1. *Resolves* that the Appendices attached to this Resolution constitute the consolidated statement of ICAO policies on technical cooperation and technical assistance capacity development and implementation support, as these policies exist at the close of the 41st 42nd Session of the Assembly;
2. *Declares that* this Resolution supersedes A40A41-2425.

APPENDIX A

The ICAO Technical Cooperation and Technical Assistance Programmes Capacity Development and Implementation Programme

Whereas the growth and improvement of civil aviation can make an important contribution to the economic development of States;

Whereas civil aviation is important to the technological, economic, social and cultural advancement of all countries and especially of developing countries and their subregional, regional and global cooperation;

Whereas ICAO can assist States in advancing their civil aviation and at the same time promote the realization of its Strategic Objectives;

Whereas Resolution 222 (IX)A of 15 August 1949 of the United Nations Economic and Social Council, approved by the General Assembly in its Resolution of 16 November 1949 and endorsed by the ICAO

Assembly in its Resolution A4-20, entrusted all Organizations of the United Nations system to participate fully in the Expanded Programme of Technical Assistance for Economic Development, and that ICAO, as the United Nations specialized agency for civil aviation, began the execution of technical cooperation and technical assistance projects in 1951 with funding from the United Nations Special Account for Technical Assistance, established pursuant to the above Resolution;

Whereas the large deficits experienced from 1983 to 1995 required the definition of a new policy on technical cooperation and technical assistance and a new organizational structure for the ICAO Technical Cooperation Bureau;

Whereas the implementation of the New Policy on technical cooperation and technical assistance, endorsed by the 31st Session of the Assembly, based on the progressive implementation of the core staff concept, the integration of the Technical Cooperation Bureau into the Organization's structure, and the establishment of the ICAO Objectives Implementation Funding Mechanism, as well as the new organizational structure for the Technical Cooperation Bureau implemented in the 1990s, significantly reduced costs and substantially improved the financial situation of the Technical Cooperation and Technical Assistance Programmes;

Whereas the objectives of the New Policy emphasized the importance of the Technical Cooperation and Technical Assistance Programmes in the global implementation of ICAO Standards and Recommended Practices (SARPs) and Air Navigation Plans (ANPs), as well as the development of the civil aviation infrastructure and human resources of developing States in need of technical cooperation or technical assistance from ICAO;

Whereas standardization and monitoring of SARPs implementation remain important functions of the Organization, and emphasis has been placed on ICAO's role towards implementation and support to Contracting States;

Whereas the Council has endorsed the realignment of technical assistance and technical cooperation as a new strategic direction to be implemented within the "One-ICAO" approach;

Whereas the new Policy on ICAO Implementation Support Provided to States approved by the Council aims at strengthening and harmonizing the coordination and management of capacity development and implementation support programmes, projects, products, services and activities, and ensuring that the support provided to States across all areas of civil aviation is relevant, efficient, consistent in content and delivery regardless of the source of assistance or the associated funding mechanism;

Whereas A35-21 encouraged the Council and the Secretary General to adopt a structure and mechanism that would use commercially oriented practices to allow fruitful partnerships with funding partners and recipient States;

Whereas A39-23 urged Member States, the industry, financial institutions, donors and other stakeholders to coordinate and cooperate amongst themselves and to support the implementation of assistance activities in line with the global and regional priorities established by ICAO, thereby avoiding duplication of efforts;

~~*Whereas* the Council agreed that greater operational flexibility should be accorded to the Technical Cooperation Bureau with the appropriate oversight and control over technical cooperation and technical assistance activities; (MOVED)~~

Whereas technical cooperation capacity development and implementation support is a dynamic and complex field within a rapidly evolving technological environment impacting the needs of States and

interests of development partners, thus requiring innovative ways to effectively address inherent challenges, improve quality of deliverables, increase capacity and efficiency, ensure higher reliability towards SARPs compliance and strengthen competitiveness in the global aviation market;

Whereas the Council has endorsed a new Strategy and Business Model for the Technical Cooperation Bureau aimed at enhancing the services provided in partnership with other ICAO Bureaus and Regional Offices and delivering greater value to beneficiary States and non-State entities;

Whereas the Organization has shifted its focus towards building a stronger, more cohesive brand identity centered on its core mission and services, and the Secretary General has thus approved the renaming of the Technical Cooperation Bureau to Capacity Development and Implementation Bureau, reflecting the Organization's commitment to strengthening aviation capabilities, encompassing ICAO's full range of services and support, with the objective of better addressing the needs of its Contracting States;

Whereas the Council has agreed that greater operational flexibility should be accorded to the Capacity Development and Implementation Bureau with the appropriate oversight and control;

Whereas all technical cooperation capacity development activities of the Organization continue to be based on the principle of cost recovery and measures continue to be taken to minimize administrative and operational costs to the extent possible;

Whereas the Technical Cooperation and Technical Assistance Programmes Capacity Development and Implementation Programme and related Administrative and Operational Services Cost (AOSC) Fund income for the triennium and beyond cannot be estimated with precision and can vary substantially based on various factors outside ICAO's control;

Whereas the Technical Cooperation Programme Capacity Development and Implementation Programme volume has drastically decreased declined in during the current previous triennium and the financial situation of the AOSC Fund significantly deteriorated substantially, compounded further exacerbated by the unprecedented impact of the COVID-19 pandemic and the slow recovery of the air transport sector;

Whereas the current triennium has seen increased sustainability of investments in capacity building and infrastructure development, contributing to the steady recovery of the Capacity Development and Implementation Programme operations to pre-pandemic levels and the attainment of robust financial performance;

Whereas the Council adopted a policy on Cost Recovery Recovery Policy to minimize cross-subsidization between the Regular Budget and extra-budgetary sources of funding through more adequate cost allocation, while ensuring competitiveness concerning the apportionment of costs between the Regular Budget and the AOSC Fund for services provided by the Regular Programme to the Technical Cooperation Bureau and for services provided by the Technical Cooperation Bureau to the Regular Programme;

The Assembly:

Technical Cooperation and Technical Assistance Programmes Capacity Development and Implementation Programme

1. *Recognizes* the importance of the Technical Cooperation and Technical Assistance Programmes Capacity Development and Implementation Programme for promoting the achievement of advancing the Strategic Objectives Goals, High-Priority Enablers and key priorities of the Organization, reaffirming its

commitment that no country is left behind in aviation development, while also contributing to the achievement of the relevant United Nations Sustainable Development Goals;

2. *Reaffirms* that the ~~Technical Cooperation and Technical Assistance Programmes~~ Capacity Development and Implementation Programme, implemented within the rules, regulations and procedures of ICAO, ~~are~~ is a permanent priority activity of ICAO that complements the role of the Regular Programme in providing support to States in the effective implementation of ICAO Policies, SARPs, ~~PANS~~ and Global Plans, regional and national aviation plans, ~~PANS~~ and ~~Technical Cooperation and Technical Assistance Programmes~~ guidance material, as well as in the development and modernization of their civil aviation administration infrastructure, ~~and~~ capacity building and training of human resources;

3. *Reaffirms* that the Capacity Development and Implementation Bureau is one of the main instruments of ICAO to deliver tailored assistance to States in the field of civil aviation for the benefit of the international civil aviation community as a whole; (MOVED)

4. *Recognizes* the central role of its Global Aviation Training programme in enhancing the competencies of aviation professionals worldwide by ensuring that States have access to standardized, high-quality and targeted training to support the implementation of ICAO SARPs and strengthening their civil aviation systems;

4.5. *Reaffirms* that, within the existing financial means, the ~~ICAO Technical Cooperation and Technical Assistance Programmes~~ Capacity Development and Implementation Programme should be ~~strengthened~~ reinforced, at Headquarters, Regional Office and field level, in order to allow the Organization to play its role more efficiently and effectively with the understanding that no increase in project costs will be incurred;

4. *Reaffirms* that the Technical Cooperation Bureau is one of the main instruments of ICAO to assist States in remedying their deficiencies in the field of civil aviation for the benefit of the international civil aviation community as a whole; (MOVED UP)

5.6. *Reaffirms* that improved cooperation and coordination of ICAO's ~~technical cooperation and technical assistance activities~~ capacity development and implementation support programmes, projects and activities should be achieved through clear delineation of each Bureau's mandate and activities to avoid duplication and redundancy;

6. *Endorses* the new *Policy on ICAO Implementation Support Provided to States* approved by the Council aimed at strengthening and harmonizing the coordination and management of implementation support programmes, projects, products, services and activities, and *recognizes* that a common ICAO implementation support programme will further strengthen the Organization's implementation support activities to better meet the needs of Member States; (MOVED TO PREAMBLE)

7. *Requests* the Secretary General, considering the specialization, qualifications and expertise, limited financial and human resources, segregation of duties and the mandate of the respective organizational entities within the Secretariat, to optimize the allocation of resources and distribution of roles and responsibilities in relation to ~~capacity development and implementation support programmes, projects and activities~~;

8. *Reaffirms* that, in the event that the AOSC operation for any given financial year ends in a financial deficit, such deficit should first be met from the accumulated surplus of the AOSC Fund and, as a last resort, a call for support from the Regular ~~Programme~~ Budget;

9. *Requests* the Secretary General to implement greater efficiency measures leading to a gradual reduction of administrative support costs charged to ~~technical cooperation and technical assistance~~ capacity development and implementation support projects, products and services;

10. *Reaffirms* that costs recovered by the Organization for support services provided to the ~~Technical Cooperation-Capacity Development and Implementation~~ Bureau must be directly and exclusively related to project operations in order to keep administrative support costs to a minimum;

ICAO as the recognized agency for civil aviation

11. *Reminds* Contracting States contemplating the development or enhancement of their civil aviation infrastructures, to consider the advantages of using the ~~ICAO Technical Cooperation~~ Capacity Development and Implementation Programme for their civil aviation projects;

12. *Requests* the Secretary General to continue to raise the awareness of States, the industry and private sector, international and regional organizations, financial institutions, donors and the United Nations regarding the advantages of using ICAO for the implementation and funding of capacity building and infrastructure development projects in the civil aviation field;

13. *Recommends* to donor States, financing institutions and other development partners, including the aviation industry and the private sector, wherever appropriate, to give preference to ICAO for the identification, formulation, analysis, implementation and evaluation of civil aviation projects in the fields of technical cooperation and technical assistance, and *requests* the Secretary General to continue communicating with such entities and with potential recipient States, with a view to allocating funds for the development of civil aviation, using ICAO as the executing agency;

14. *Recommends* to States receiving bilateral or other government sponsored aid to consider the value of using the ~~ICAO Technical Cooperation and Technical Assistance~~ Capacity Development and Implementation Programme to support the implementation of their programmes related to civil aviation;

Expansion of ICAO Technical Cooperation and Technical Assistance-Capacity Development Implementation Support Activities

15. *Reaffirms* that in adopting commercially-oriented practices for the financial sustainability of the ~~Technical Cooperation~~ Capacity Development and Implementation Bureau, there is a need to establish flexible mechanisms facilitating cooperation with potential beneficiaries on new civil aviation development projects and partnerships with States, donors and other stakeholders for resource mobilization opportunities, and *invites* the Secretary General to identify mechanisms to allow ICAO to participate in tenders for the development of civil aviation issued by donor organizations, development banks and international financial institutions consistent with best practices of the United Nations System, and to regulate the way in which ICAO can work with the industry considering existing models used by other international civil aviation entities, while ensuring that adequate controls are in place and the good reputation of ICAO is maintained;

16. *Reaffirms* the need to expand the provision of ~~technical cooperation and technical assistance~~ capacity development and implementation support by ICAO to the non-State entities (public or private) directly involved in civil aviation, in furtherance of ICAO Strategic Objectives, such cooperation and assistance to encompass, *inter alia*, those activities that were traditionally provided by national civil aviation administrations and are being privatized to some degree, where the State shall, nonetheless, continue to be responsible under the Chicago Convention for the quality of the services provided and their compliance with ICAO SARPs, and *requests* the Secretary General to inform the civil aviation authority

concerned of the technical aspects of the project immediately upon the start of negotiations with non-State entities;

17. *Reaffirms* that ICAO should expand the provision of ~~technical cooperation and technical assistance~~ capacity development and implementation support products and services, upon request, to non-State entities (public and private) that are implementing projects in Contracting States in the field of civil aviation which aim at enhancing aviation safety, air navigation capacity and efficiency, security and facilitation, environmental protection and economic development of international air transport, and *directs* the Secretary General to consider, on a case-by-case basis, the requests of such entities for ICAO cooperation and assistance ~~in the traditional technical cooperation and technical assistance areas~~, with particular regard to project compliance with ICAO SARPs and, as applicable, to relevant national policies and regulations promulgated by the recipient State;

18. *Requests* the Secretary General to ~~continue to~~ undertake coordinated and sustained actions aimed at ensuring the progressive realignment of technical assistance and technical cooperation in order for capacity development and implementation support ~~them~~ to function in a consistent and harmonized manner and *supports and encourages* the development of new and innovative solutions for capacity development and implementation support projects and activities within a strengthened “One-ICAO” approach for the achievement of greater synergies;

19. *Encourages* the use of systems and tools to strengthen the planning, development and management of capacity development and implementation support and *requests* the Secretary General to provide the necessary means to make these technologies available to better support Member States;

Technical Cooperation and Technical Assistance Framework Agreements

20. *Reaffirms* that ICAO, within the framework of its ~~Technical Cooperation and Technical Assistance Programmes~~ Capacity Development and Implementation Programme, uses Trust Fund (TF) Agreements, Management Services Agreements (MSA), the Civil Aviation Purchasing Service (CAPS) and other framework agreements and funding arrangements as may be necessary to provide maximum cooperation and assistance to stakeholders implementing civil aviation projects; and

21. *Views with satisfaction* the initiative of States to make greater use of these arrangements to obtain ~~technical cooperation and technical assistance~~ capacity development and implementation support products and services in the field of civil aviation.

APPENDIX B

Funding of the ~~Technical Cooperation and Technical Assistance~~ Capacity Development and Implementation Support Programmes, Projects and Activities

Whereas many ICAO Contracting States lack the required funds to efficiently and consistently develop and sustain their civil aviation infrastructure and human resources, and rectify identified deficiencies;

Whereas funds available for capacity development and implementation support in the field of civil aviation are insufficient to meet the needs of civil aviation, especially in developing countries;

Whereas ICAO capacity development and implementation support is resourced from the Regular Budget of the Organization, ICAO Voluntary Funds and in-kind contributions, cost recovery mechanisms, revenue

generation, and through collaborative arrangements and leveraging resources and expertise reaching out to potential partners in line with the *ICAO Policy on Interactions with External Parties*;

~~Whereas the Technical Cooperation Capacity Development and Implementation Programme, with few exceptions, is funded by developing countries providing funds for their own projects;~~

~~Whereas the Technical Assistance Programme is funded through ICAO Voluntary Funds and through the Regular Budget of the Organization;~~

~~Whereas civil aviation administrations of Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS) are, in particular, those needing the most support while, at the same time, relying mostly on financial institutions and industry to fund their technical cooperation projects;~~

~~Whereas UNDP funding is directed mainly to development sectors other than civil aviation, and its financial contribution to civil aviation activities has considerably decreased to a level where it represents less than one per cent of the ICAO Technical Cooperation and Technical Assistance Programmes Capacity Development and Implementation Programme, but UNDP continues to provide administrative support to ICAO at the country level;~~

~~Whereas rapid technological development in civil aviation requires from developing States substantial expenditures in aviation ground facilities to match that development, and continues to increase requirements for training of national aeronautical personnel that are beyond their financial resources and training facilities;~~

~~Whereas the Assembly introduced the ICAO Objectives Implementation Funding Mechanism with a view to mobilizing additional resources for technical cooperation and technical assistance projects identified as required to support the implementation of SARPs and the facilities and services listed in the ANPs, as well as the implementation of ICAO audit-related recommendations and the rectification of identified deficiencies;~~

~~Whereas the Council has established other thematic and multi-donor trust funds with the objective of assisting Member States in enhancing civil aviation;~~

~~Whereas building partnerships and pooling resources are necessary for achieving sustainable and predictable funding for capacity development and implementation support and avoiding duplication of efforts;~~

~~Whereas funding institutions expect from those implementing the projects they finance, expedient and effective project execution, as well as detailed and real-time information on project activities and finances;~~

~~Whereas the Council has approved the ICAO Resource Mobilization Policy to streamline the framework for the management of ICAO Voluntary Funds, with a view to enhancing resource mobilization efforts.~~

The Assembly:

1. *Requests* that financing institutions, donor States and other development partners, including the industry and the private sector, give higher priority to the development of the air transport sub-sector in developing countries and *requests* the President of the Council, the Secretary General and the Secretariat to intensify their contacts with the United Nations, including UNDP, to increase their contribution to ICAO's technical cooperation and technical assistance projects and programmes;

2. *Draws the attention* of financing institutions, donor States and other development partners to the fact that ICAO is the Specialized Agency of the United Nations concerned with civil aviation and, as such, is accepted by the United Nations as the expert authority in carrying out ~~technical cooperation and technical assistance~~ capacity development and implementation support for developing countries in civil aviation projects;
3. *Urges* Contracting States that are associated with funding sources to draw the attention of their representatives to these organizations towards the value of providing cooperation and assistance to civil aviation projects, particularly where these are necessary for the provision of vital air transport infrastructure and/or the economic development of a country;
4. *Urges* Contracting States to give high priority to civil aviation development by promoting broad recognition of aviation's critical role in national development, thereby fostering investment and reinvestment in the civil aviation sector and, when seeking external cooperation and assistance for this purpose, to stipulate to financing institutions through an appropriate level of government that they wish ICAO to be associated as the executing agency with civil aviation projects which may be funded;
5. *Encourages* developing countries to seek funds for the development of their civil aviation sectors from all appropriate sources to complement the funds available from national budgets, financial institutions, donor States and other development partners so that such development may progress as quickly as possible;
6. *Recognizes* that extra-budgetary contributions from donors will ~~allow~~ enable the ~~Technical Cooperation and Technical Assistance Programmes~~ Capacity Development and Implementation Programme to ~~expand their services~~ enhance its support to States in ~~relation to~~ the fields of aviation safety, air navigation capacity and efficiency, security and facilitation, economic development and environmental protection sustainability, ensuring that no country is left behind; *further acknowledges* that such contributions thus ~~further contributing~~ will advance to the achievement of the ~~ICAO's Strategic Objectives~~ Goals; and address emerging needs, opportunities and challenges ~~in particular to~~ by facilitating the implementation of globally harmonized policies, SARPs, regulatory frameworks, guidance and tools, ~~and~~ as well as the rectification of deficiencies identified ~~by~~ through ICAO audits with a view to enhancing State oversight capabilities and accountability;
7. *Authorizes* the Secretary General to receive, on behalf of the ICAO ~~Technical Cooperation and Technical Assistance Programmes~~ Capacity Development and Implementation Programme, financial and in-kind contributions to ~~technical cooperation and technical assistance~~ projects, including voluntary contributions in the form of technical expertise, scholarships, fellowships, training equipment and funds for training, from States, financing institutions and other public and private sources and to act as an intermediary between States regarding the granting of scholarships, fellowships and provision of training equipment;
8. *Urges* those States which are in a position to do so to provide additional funds to the ICAO ~~Technical Cooperation and Technical Assistance Programmes~~ Capacity Development and Implementation Programme through the ICAO Voluntary Funds, including the Capacity Building and Implementation Fund, for the implementation of civil aviation projects, implementation packages or any other contributions conducive to supporting States with their SARPs compliance efforts and complementary civil aviation needs;
9. *Encourages* States and other development partners, including the industry and the private sector, to contribute to the ICAO Objectives Implementation Funding Mechanism which allows them to participate in the implementation of ICAO's civil aviation projects;

10. *Invites* Contracting States to provide sustained financial and human resource support through the ICAO Programme for Aviation Volunteers (IPAV) to develop capabilities within beneficiary States in the implementation of ICAO Standards and Recommended Practices (SARPs), as well as fostering self reliance and growth; **and**

11. *Requests* the Council to advise and assist developing countries to secure the support of financing institutions, donor States and other development partners in implementing ICAO regional and subregional safety and security programmes, such as the Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP) and the Cooperative Aviation Security Programme (CASP); **,**

12. *Requests* the Secretary General to enhance resource mobilization efforts to secure financial resources for capacity development and implementation support with the aim of reducing significant disparities in implementation rates and enhance air transport development across different regions to attain a sound, economically viable, and accessible civil aviation system; **and**

13. *Recognizes* the importance of a targeted and data-driven approach to effectively prioritize capacity development and implementation support.

APPENDIX C

Implementation of the Technical Cooperation and Technical Assistance Programmes Capacity Development and Implementation Programme

Whereas the aim of ICAO is to ensure the safe and orderly growth of international civil aviation throughout the world;

Whereas the implementation of ~~technical cooperation and technical assistance~~ capacity development and ~~implementation support~~ projects complements the Regular Programme efforts towards the achievements of ICAO's Strategic Objectives;

Whereas Contracting States increasingly call upon ICAO to provide advice, technical cooperation and technical assistance to implement SARPs and develop their civil aviation through the strengthening of their administration, the modernization of their infrastructure and the development of their human resources;

Whereas, on an urgent basis, there is a need for effective follow-up and remedial action as a result of the ICAO Universal Safety Oversight Audit Programme and Universal Security Audit Programme Continuous Monitoring Approach (USOAP/CMA and USAP/CMA) audits to provide support to States in addressing identified deficiencies, including Significant Safety and Security Concerns;

Whereas implementation of projects in compliance with ICAO SARPs by the ~~Technical Cooperation Capacity Development and Implementation~~ Bureau or any other third party outside ICAO results in substantially enhanced safety, security and efficiency of civil aviation worldwide and effectively supports the achievement of the relevant United Nations Sustainable Development Goals (SDGs) through the ICAO No Country Left Behind initiative;

Whereas the COVID-19 pandemic and the slow recovery of the air transport sector have had a significant impact on civil aviation and the means of States and other funding sources to give priority to investments

on civil aviation development and infrastructure projects worldwide, causing cancellations or delays to ICAO technical cooperation capacity development and implementation support projects;

Whereas ICAO has developed practical, aligned guidance to governments and industry operators in order to restart the international air transport sector and recover from the impacts of the pandemic on a coordinated global basis and make post-COVID-19 aviation more sustainable and resilient;

Whereas the ICAO Implementation Packages (iPacks) are developed and implemented in full alignment with the measures and recommendations contained in the Council Aviation Recovery Task Force (CART) Report and are a key element for their implementation continue to provide a comprehensive solution through a standardized package of expert consultation, guidance material and training tools to implement ICAO SARPs across various areas;

Whereas extra-budgetary funding provided to the Technical Cooperation and Technical Assistance Programmes Capacity Development and Implementation Programme allows ICAO to provide initial support to States to address the deficiencies identified through ICAO audits and assist in their restart, recovery and resilience efforts related to COVID-19;

Whereas ex-post evaluations of projects constitute a valuable tool to assess and monitor the impact of individual projects on aviation and for the planning of future projects;

Whereas non-State entities (public and private) implementing projects for Contracting States in the field of civil aviation increasingly call upon ICAO, through the Technical Cooperation Capacity Development and Implementation Bureau, to provide advice, technical cooperation and technical assistance capacity development and implementation support products and services in the traditional technical cooperation and technical assistance fields and ensure project compliance with ICAO SARPs;

The Assembly:

1. *Draws the attention* of Contracting States requesting technical cooperation and technical assistance capacity development and implementation support services to the advantages to be derived from well-defined projects based on civil aviation master plans;
2. *Urges* Contracting States, when implementing civil aviation development projects through ICAO, to give priority to ICAO USOAP and USAP CMA findings and recommendations, as well as other sources, such as the conclusions and decisions by Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), with a view to rectifying identified deficiencies, resolving Significant Safety and Security Concerns and addressing opportunities for improvement in all civil aviation fields, while directly contributing to the achievement of all ICAO's Strategic Objectives;
3. *Draws the attention* of Contracting States to the cooperation and assistance provided through subregional and regional projects executed by ICAO, such as COSCAPs and CASPs and *urges* the Council to continue prioritizing the management and implementation of such projects through the Technical Cooperation and Technical Assistance Programmes Capacity Development and Implementation Programme in view of the significant associated benefits they provided;
4. *Encourages* States and non-State entities involved in civil aviation to seek support from ICAO, where required, through its capacity development and implementation support programmes and activities, to address COVID-19 aviation challenges, needs and opportunities, including new and emerging technologies for an expedited restart and recovery;

5. *Requests* the Secretary General to reinforce the Organization's application of a systemic approach to capacity development and implementation support activities with the objective of building robust and sustainable State oversight systems;
6. *Urges* States to give high priority to the training of their national civil aviation technical, operational and management personnel through the development of a comprehensive training programme and *reminds* States of the importance of making adequate provision for such training and of the need to provide suitable incentives to retain the services, in their respective fields, of such personnel after they have completed their training;
7. *Encourages* States to concentrate their efforts upon the further development of existing training centres and to support Regional Training Centres (RTCs) which are located in their area for the advanced training of their national civil aviation personnel where such training is not available nationally, so as to promote a self-reliant capability within that region;
8. *Urges* States receiving ~~technical cooperation and technical assistance~~ capacity development and implementation support through ICAO to avoid project implementation delays by ensuring timely decisions regarding experts, training and procurement components in accordance with the respective terms of agreement of projects;
9. *Draws the attention* of Contracting States to the Civil Aviation Purchasing Service (CAPS), which is a facility provided by ICAO to developing countries to purchase high-value items of civil aviation equipment and to contract for technical services, offering a complete procurement process;
10. *Draws the attention* of Contracting States, funding partners and other aviation stakeholders to the ICAO Implementation Packages (iPacks) which provide a ready-to-deploy, efficient, and standardized solution comprised of guidance material, training, tools and expert support, aimed at facilitating the implementation of ICAO provisions and guiding State entities through harmonized and flexible solutions;
11. *Requests* that all Contracting States encourage fully qualified technical experts to apply for inclusion in the ~~Technical Cooperation Bureau's~~ ICAO roster of experts;
12. *Requests* the Secretary General to promote the widespread use of performance indicators for the objective assessment of the impact of ~~technical cooperation and technical assistance~~ capacity development and implementation support on the effective implementation of ICAO SARPs;
13. *Encourages* States to make use of the quality assurance services offered by the ~~Technical Cooperation Capacity Development and Implementation~~ Bureau, on a cost-recovery basis, for the supervision of projects implemented by third parties outside ~~the Technical Cooperation and Technical Assistance Programmes of ICAO~~ capacity development and implementation support, including the review of their compliance with ICAO SARPs; and
14. *Encourages* States and donors to include, and provide funding for, ex-post evaluations of their civil aviation projects as an integral part of project planning and implementation.

Civil Aviation Training

18.12 The Committee reviewed A42-WP/391, presented by the Dominican Republic. The paper recommended that ICAO urge States to implement public policies and incentive programmes for training aviation personnel, supported by sustainable financing, to ensure an adequate supply of qualified professionals for the aviation industry's safety and growth. The Committee agreed that Member States should establish a state programme to encourage the training of aviation personnel, as part of a sustainable strategy or public policy to address the growing need for qualified professionals in the aviation industry. The Committee echoed the importance of such programmes, while underscoring the need for scholarships that focus on inclusion and diversity.

18.13 The Committee reviewed A42-WP/408, presented by the Dominican Republic, and A42-WP/406 presented by Belize on behalf of COCESNA Member States, emphasizing the rapid advancement of Artificial Intelligence (AI) and its significance in aviation training. Both submissions highlighted the absence of clear guidelines for AI use in civil aviation training centres to meet the demands of digitalization and automation and underscored the need for innovative teaching approaches and tools. In response, the Committee supported ICAO in exploring resources—such as the implementation packages (iPACKs) and a Digital Learning Development Guidebook, including best practices and AI guidelines - to facilitate effective AI integration, and considers the adoption of cognitive and evidence-based training.

18.14 The Committee reviewed A42-WP/283, presented by India. This paper presented India's strategic perspective and national initiatives on aviation skill development and capacity building, with a focus on structured aviation education and training programs. India emphasized the growing demand for aviation professionals across all disciplines, driven by exponential air traffic growth, and advocated for regional and global collaboration to scale up quality aviation training under ICAO initiative of No Country Left Behind (NCLB). The Committee encouraged the expansion of TRAINAIR PLUS membership across all Regions with special focus on developing countries. The Committee also agreed that Member States should support digital aviation education infrastructure, standardise the curriculum for aviation courses globally, taking into account national and regional needs and bridge the gap between course curriculum and job opportunity. It also noted the importance of mobilizing funding and scholarship schemes for skill development, to ensure equal opportunities and adequate supply of qualified personnels.

18.15 The Committee reviewed A42-WP/393, presented by Kazakhstan, that emphasized the importance of creating a secure, ICAO-coordinated database platform for voluntary information sharing among Member States on technical assistance, training resources, and capacity-building support, with Kazakhstan offering to assist in developing the system's data structure. The Committee acknowledged the value of enhanced information sharing to support technical assistance, training, and capacity-building, and, subject to the availability of funds and resources, encouraged the establishment of a 'secure, ICAO-coordinated digital database platform' for all related stakeholders.

18.16 The Committee reviewed A42-WP/150, presented by the Republic of Korea, which emphasized the growing danger of aviation cyber threats. The Committee noted that the Cybersecurity Panel was developing and publishing relevant guidance based on ICAO Annex 17- Aviation Security, Standard 4.9.1. The Committee was of the view that, subject to the availability of funds and resources, ICAO should further develop guidance, and work closely with the Cybersecurity Panel to identify topics for the development of new ICAO cybersecurity standardized training programs, that take into consideration the national needs.

18.17 The Committee reviewed A42-WP/149, presented by the United Arab Emirates (UAE), which highlighted the shortage of qualified personnel in critical civil aviation authority functions, including oversight, regulation, safety and security, accident investigation, and the integration of new technologies.

The Committee supported the proposed strategic actions to enhance regional collaboration for training, capacity-building, and knowledge, calling upon ICAO to expand access to advanced digital technologies and competency-based training platforms, such as TRAINAIR PLUS. The Committee encouraged sharing and supporting the integration of these actions into existing ICAO frameworks, including Next Generation of Aviation Professionals (NGAP), Global Aviation Safety Plan (GASP), its second edition (GASeP) and the Global Aviation Training (GAT) framework.

18.18 The Committee reviewed A42-WP/328, presented by El Salvador on behalf of the Member States of Central American Corporation for Air Navigation Services (COCESNA): Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua, promoted strengthening operational safety by establishing clear, competency-based training profiles for civil aviation authority inspectors and investigators, addressing current challenges in aligning training with specific oversight and investigation functions. The Committee agreed that ICAO should promote harmonized training profiles to enhance oversight efficiency, strategic training management, and the technical capacity of civil aviation authorities, while ensuring readiness for international audits and assessments. Additionally, it recognizes the need to develop a competency framework, and training profiles for inspectors and investigators, while taking into consideration national needs. The Committee advised that ICAO should create a strategic framework on AI to standardize the criteria for identifying, designing, and validating differentiated training routes subject to the availability of funds and resources.

18.19 Information papers presented by Dominican Republic (A42-WP/183) related to Air Traffic Control Centres Supervision Training, and (A42-WP/390) on Career Pathway for Civil Aviation Safety Inspectors, emphasised building a structured Career Pathway for Civil Aviation Safety Inspectors (CASI), fully aligned with the ICAO Inspector Competency Building Framework, harmonizing competencies internationally, strengthening State safety oversight, and supporting compliance with the State Operational Safety Program and USOAP outcomes. Information papers presented by Türkiye emphasised (A42-WP/507) the removal of fixed duration limits and implementation of individualized training duration under the Competency-Based Training and Assessment (CBTA) Framework, and (A42-WP/508) related to the centralized approved training organization (CENTRAL ATO) Model. Information papers presented by Indonesia (A42-WP/547) related to advancing competency-based training through ICAO training packages with emphasis on Indonesia's goal to global competency standardization, (A42-WP/548) related to platinum training excellence and fellowship expansion and highlighting Indonesia's strategic role in global aviation capacity building, and (A42-WP/549) related to developing ICAO-qualified instructors, course developers, and validators with emphasis on Indonesia's commitment to sustainable training quality, were noted.

18.20 In light of the discussions, the Committee recommends that the Plenary agree:

- a) that ICAO continue expanding quality and standardized aviation training globally, especially in developing countries, taking into account national and regional needs, by growing TRAINAIR PLUS membership, qualifying instructors, and fostering global collaboration;
- b) that ICAO advocate for standardizing curricula, bridging training-to-job gaps, implementing credit portability, and workforce mobility systems;
- c) that ICAO call for enhanced regulatory capacity and new ICAO training programs addressing innovation, environment, cybersecurity, oversight, advanced digital platforms, and Artificial Intelligence integration, taking into consideration the risks associated with the use of AI, and the national needs; and

- d) to urge ICAO and Member States to address the shortage of technical and oversight personnel through workforce planning, scholarships, and accessible training, in support of NGAP, GASP, GASeP, and the No Country Left Behind Strategic Goal.

Agenda Item 19: Multilingualism at ICAO

19.1 The Committee reviewed A42-WP/36, presented by the Council of ICAO, which stressed multilingualism as a fundamental principle at ICAO. It reported on progress in implementing the Multilingualism Strategy, endorsed at the 41st Session of the Assembly. This included the development of an Action Plan translating the Strategy into comprehensive and concrete actions. It highlighted the rollout of the Language Services Management System (LSMS), surveys on service quality and language proficiency among staff, and training on report and policy writing. Other achievements included the integration of artificial intelligence in language services, collaboration with United Nations entities, and the phased publication of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) in all languages. The paper also addressed challenges in implementing the Strategy, specifically with respect to financial resources and the perception of language services as low priority. Resources should be identified in the regular budget and through voluntary contributions, including secondment of language specialists from Member States.

19.2 The Committee reviewed A42-WP/222, presented by China, which highlighted the importance of multilingualism in the achievement of ICAO's Strategic Objectives and the implementation of SARPs, PANS and the No Country Left Behind initiative. The paper urged States to avoid treating language services as reducible costs and to recognize multilingualism as a long-term investment. To respond to challenges in integrating artificial intelligence, it was necessary to review cybersecurity and other regulatory parameters, treat all AI tools and software equally and impartially, and to streamline internal processes. ICAO should enhance multilingualism awareness and culture, integrating it as a core element of the Organization's work.

19.3 The Committee reviewed A42-WP/422, presented by the Russian Federation, which reaffirmed support for multilingualism and parity of service in all six working languages. Concern was raised over the predominant use of English across the Organization, shortcomings in the implementation of the Multilingualism Strategy Action Plan, the lack of a comprehensive and systematic review on multilingualism and the necessary consolidated statistics, challenges in outsourcing, the quality of interpretation and translation, the exclusion of language services from the High Priority Enablers, and failure to ensure simultaneous distribution of documents in all working languages.

19.4 The Committee expressed overall support for the three working papers, recognizing multilingualism as a fundamental principle to achieve the goals of ICAO and underscoring the importance of language services in the implementation of SARPs, PANS and the No Country Left Behind Initiative. Parity of all six working languages was crucial to ensure equal participation by all Member States in ICAO's activities. The Committee also stressed the importance of ensuring the timely issuance of high-quality publications in all working languages.

19.5 The Committee requested the ICAO Secretariat to continue to leverage new technologies including artificial intelligence to further enhance efficiency and quality of language services, noting that artificial intelligence and digitalization should not take precedence over human language professionals and their training, which were paramount.

19.6 A Member State urged the Secretariat to maximize the impact of funds allocated in the budget or received through voluntary contributions. It did not support initiatives under the Multilingualism Strategy or Action Plan that had new financial implications, would likely increase future Member State contributions or cause reductions in other ICAO work. Noting that artificial intelligence tools reflected a broad range of training data, training methods and cybersecurity guardrails, it would only support the use of artificial intelligence tools that enabled and aligned with certain minimum standards. It did not support A42-WP/222 or A42-WP/422 as they contained extensive proposals that would require thorough consideration of the cost implications and resulting impact on Member States.

19.7 The Secretariat informed the Committee that, although it had adopted new technologies including artificial intelligence, their current capabilities were considered as complementary to the work of human language professionals. It would continue to leverage rapidly evolving future applications to further enhance efficiency and quality of language services. It was also collaborating with other United Nations organizations to adopt common policies, practices and tools. The zero nominal growth budget proposal for the next triennium with no top-up for language services as a supporting enabler would further constrain the Organization's capacity to provide quality language services. However, the Secretariat would continue to implement the ICAO Multilingualism Strategy within the resources available.

19.8 The Secretariat further assured that it would continue to implement a quality management system for language services, including services provided by freelance professionals. The Secretariat encouraged Member States to provide necessary human and financial support, and noted that, as reflected in the ICAO Multilingualism Strategy, the Deputy Director, Languages, Publications and Conference Management was designated as the Multilingualism Coordinator responsible for the implementation of multilingualism at ICAO.

19.9 One Member State did not support action a) contained in A42-WP/36, as the Assembly had not been given a full overview of the current situation on multilingualism at ICAO. Another Member State indicated that it was not acceptable for multilingualism to be implemented as conditional on the availability of funds, as that would derail a fundamental principle of the Chicago Convention.

19.10 Having considered A42-WP/36, 222 and 422, and in light of the discussion, the Committee recommended that the Assembly, recognizing multilingualism as an integral part of the Organization's programmes and activities,

- a) acknowledge ICAO's efforts in the implementation of the ICAO Multilingualism Strategy and its Action Plan;
- b) request ICAO to continue its implementation of the ICAO Multilingualism Strategy endorsed by the 41st Session of the Assembly subject to available resources; and
- c) encourage Member States to support multilingualism through collaboration, secondments, or voluntary contributions.

19.11 In closing, the Chairperson acknowledged International Translation Day, established by the United Nations in 2017, to be celebrated on 30 September. He recognized the interpreters, translators and other language services staff, who worked tirelessly behind the scenes to ensure the seamless flow of information across linguistic boundaries.

19.12 The Secretariat invited delegates to complete a survey on language and conference services, to help assess and improve services in those areas.

Agenda Item 20: Innovation in Aviation

Artificial Intelligence

20.1 At its sixth meeting, the Committee reviewed A42-WP/29, presented by the Council of ICAO, which highlighted the measures taken during the last triennium to implement Assembly Resolution A40-27 – Innovation in aviation, which, significantly, includes the approval by the Council of the ICAO Policy on Innovation. This foundational document was developed to address the findings and recommendations stemming from an independent assessment conducted by the United Nations System Staff College (UNSSC). It ensures continuity in key innovation related activities including the ICAO Industry Consultative Forum (ICF), the continuous, enhanced and inclusive dialogue with stakeholders and provides actions to include out of sector innovators that can significantly and positively impact the aviation sector. In the core activity of global policies and standards, ICAO has deployed a Standardization Roadmap to help keep regulations ahead of innovation. From a strategic perspective, innovation has been positioned as a High Priority Enabler in the 2026-2050 Strategic Plan, allowing it to be more efficiently used to help delivering on all strategic goals.

20.2 Based on these developments, A42-WP/29 presented an update to Assembly Resolution A40-27 and recommended clauses to strengthen the implementation of the ICAO Policy on Innovation, particularly by urging States and stakeholders to take action that complement those of ICAO. These updates would help ensure a sector-wide alignment on innovation. The Committee agreed with the need for ICAO to engage with States on regulatory and implementation aspects for the use of artificial intelligence (AI).

20.3 The Committee reviewed A42-WP/401, presented by Belize on behalf of the Central American Corporation for Air Navigation Services (COCESNA) Member States¹, which provided an analysis of the opportunities and benefits that AI offers civil aviation, highlighting its positive impact on operations management.

20.4 The Committee reviewed A42-WP/389, presented by Colombia, supported by Latin American Civil Aviation Commission (LACAC) Member States², which highlighted that it is crucial to understand the potential of AI and take into account various factors in its proper use.

20.5 The Committee reviewed A42-WP/246, presented by Saudi Arabia, which outlined how AI can enhance the Organization's ability to develop, validate and implement Standards and Recommended Practices (SARPs) and guidance material in a more agile, data-driven, efficient manner.

20.6 The Committee reviewed A42-WP/234, presented by Singapore, co-authored by Thailand and co-sponsored by Canada, China and the Republic of Korea, which proposed that ICAO take a leading role with respect to applications of AI in aviation.

20.7 The Committee reviewed A42-WP/375, presented by the United Arab Emirates, which addressed the strategic imperative for the integration of AI within civil aviation authorities.

20.8 All papers recommended various actions that ICAO may consider taking for it to play a proactive and leading role in the use of AI in Aviation.

¹ Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua

² Belize, Bolivia (Plurinational State of), Chile, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, Venezuela (Bolivarian Republic of).

20.9 The Committee noted the initiatives outlined in the papers and the common themes including: the need for ICAO to develop comprehensive regulatory frameworks and standardized approaches to AI implementation; the need for capacity building and training; and enhanced collaboration between ICAO, Member States, industry and academia. The Committee noted that some States recommended that the Organization first consider developing a strategic vision and high-level framework for the use of AI in aviation and cautioned that developing a regulatory framework and taking many of the other actions proposed in the working papers would be premature. The Committee recognized AI is a key enabler but urged caution in being overly prescriptive at this early stage.

20.10 The Committee noted the relevant ongoing and planned activities by ICAO, under the relevant sections of the action plan of the ICAO Policy on Innovation. These include the following:

- 1) currently several expert groups of ICAO are discussing AI in various forms and that this is expected to grow over the course of the next triennium; and
- 2) the Secretariat continues to coordinate these activities with a view to ensure that cross-cutting matters are harmonized; and
- 3) the Secretariat is initiating a collaborative effort on performing a strategic foresight exercise on AI in aviation. This effort will involve States, the United Nations, industry, academia and others. Once the project has been formulated, a State letter will be issued, inviting States and international organizations to be involved;

20.11 The Committee welcomed the initiatives of Member States to further global and regional discussions on AI. The Committee recognized the value of such events to the furtherance of ICAO's work on the subject and noted the mechanisms in place for the relevant inputs to be made to ICAO.

20.12 While noting the significant focus on AI during the discussions, the Committee agreed not to enumerate any specific innovations to ensure that it remained stable over a longer period of time, avoiding the need to amend text in response to changes in the landscape of innovations used by aviation.

20.13 The Committee noted the rapid advancements and increasing adoption of AI across many industries, including aviation, and agreed with the need for a collaborative and inclusive approach for all relevant stakeholders.

20.14 The Committee specifically noted the need to adopt an implementation approach for AI that promotes discussions between regulatory authorities and system manufacturers.

20.15 The Committee recognized the potential benefits of a structured approach for leveraging AI across all of ICAO's activities, and noted the need to integrate the subject of AI, where relevant, into the work programme of the Organization. In this regard the Committee also agreed that there was a need for ICAO to study the use of AI by regulators.

20.16 The Committee recognized the various issues raised across all papers, and noted that the best course of action should be determined by the Council of ICAO, in consideration of the policy on innovation as well as the need and availability of extra budgetary resources.

20.17 Information papers presented by Türkiye (A42-WP/511 and A42-WP/512) and the International Coordinating Council of Aerospace Industries Associations (ICCAIA) (A42-WP/489), were noted by the Committee.

Other matters related to innovation in aviation

20.18 The Committee reviewed A42-WP/217, Revision No. 1, presented by Brazil and supported by Latin American Civil Aviation (LACAC) Member States³, which advocated for the adoption of regulatory sandboxes as an effective mechanism to enhance regulatory agility, resilience and evidence-based decision-making in civil aviation. The Committee agreed that ICAO incorporate references to sandboxes, where appropriate, within its guidance material, and welcomed the call for Member States to adopt sandbox approaches as part of their regulatory toolkits, while always ensuring that safety and air traffic services considerations remain central to any experimentation framework.

20.19 The Committee reviewed A42-WP/218, presented by Saudi Arabia, which highlighted the Future Aviation Forum (FAF) that took place in 2024. The paper also highlighted that the next edition, planned for April 2026, will build on the momentum by fostering deeper international partnerships, advancing ICAO -aligned priorities and showing transformative aviation solutions. The Committee noted the information on the FAF and welcomed the initiative outlined in the paper.

20.20 Information papers presented by Indonesia (A42-WP/633), the Republic of Korea (A42-WP/602), Hermes Air Transport Organisation (A42-WP/420), and the International Forum of Aviation Research (IFAR) (A42-WP/678), were noted by the Committee.

20.21 In light of the discussion, the Committee agreed to submit, for adoption by the Plenary, the following resolution, to supersede Assembly Resolution A40-27:

Resolution 20/1: Innovation in Aviation

Whereas Article 44 of the *Convention on International Civil Aviation* states that among the aims and objectives of ICAO are development of the principles and techniques of international air navigation and fostering of the planning and development of international air transport so as to meet the needs of the people of the world for safe, regular and economical air transport;

Whereas Article 37 of the Convention stipulates that ICAO shall adopt and amend from time to time, as may be necessary, international standards and recommended practices and procedures dealing with [...] and such other matters concerned with the safety, regularity, and efficiency of air navigation as may from time to time appear appropriate;

Whereas several ICAO Conferences have recognized the real and potential benefits and challenges that innovation can bring to the safety, efficiency, security, facilitation and to the economic and environmental sustainability of air transport and that Member States should be provided the opportunity to realize these benefits in a manner that leaves no country behind;

Whereas the ICAO Strategic Plan 2026-2050 recognizes the real and potential benefits and challenges that innovation can bring to the air transport sector and aims to provide Member States with the tools, knowledge and mindsets to realize these benefits in a manner that leaves no country behind and as a consequence identifies innovation as a high priority enabler critical to the successful implementation of the strategic goals.

Recognizing that ICAO provisions apply to civil aviation all civil airspace users, and the absence of normative activity at the global level may hamper the realization of innovative technological solutions and prevent the materialization of their benefits in aviation; and to that end ICAO can benefit from continued interaction with industry to identify the latest technological developments their timely integration;

³ Argentina, Belize, Bolivia (Plurinational State of), Chile, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Nicaragua, Panama, Paraguay, Peru, Uruguay, Venezuela (Bolivarian Republic of).

Recognizing that the nature and pace of innovations require regulators at the national, regional and global level avail themselves of new methodologies, as well as the relevant framework provided by ICAO, that facilitate the timely evaluation and assessment of technological innovation developments in a technology agnostic manner;

Acknowledging the ICAO Policy on Innovation;

The Assembly:

1. *Directs the Council to implement the Policy on Innovation;*
2. *Urges all Member States that have experience in facilitating the introduction of innovation in civil aviation, and that have evolved their regulatory methods to better evaluate and assess the application of such innovations, to share their experience with other States through ICAO;*
2. ~~*Directs the Council to assess the need, as well as the resources required, to evolve the processes of the Organization, including its working methods with the industry in order to keep pace with innovations that affect the sustainable development of civil aviation;*~~
3. ~~*Directs the Council on the basis of the conclusions arising from the assessment to be undertaken pursuant to operative clause 2, to develop, high level policies to address the findings of the aforementioned assessment and subsequently provide a framework that will help ensure the timely development of global policies and standards that support the continuing improvement of safety, efficiency, security, facilitation, economic and environmental performance; Calls on Member States to support the efforts of ICAO to help ensure that all States have a fair opportunity to develop and deploy innovations in aviation; including through leveraging the assistance, capacity building and training frameworks of relevance that are offered by ICAO in line with the ICAO policy on innovation;*~~
4. ~~*Directs the Council to instruct the Secretary General to further liaise with States, governmental and non governmental organizations, the private sector, academia and the relevant United Nations system entities in order to establish an inclusive dialogue at strategic level that will encourage further collaboration and sharing of experience in relation to innovation; and Encourages Member States to make use of the framework, provided by ICAO, that will help ensure the timely analysis of the need to develop global policies, standards and other provisions in a technology agnostic manner, and tools that support the continuing advancement of innovation in the international aviation sector, while avoiding the adoption of premature innovations;*~~
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. Calls on Member States to support the efforts of ICAO to promote an environment where innovation in aviation can flourish in all ICAO regions in line with the Strategic Goal of No Country Left Behind (NCLB), and in continued partnership with industry;*~~
6. ~~*Calls on Members States to encourage and support the engagement with the relevant ICAO processes by emerging aviation stakeholders, as well as out of sector stakeholders who have developed innovations that might be applied to achieving the ICAO Strategic Goals; and*~~
7. *Declares that this resolution supersedes Resolution A40-27.*

Agenda Item 21: Next Generation of Aviation Professionals (NGAP) initiative

21.1 The Executive Committee reviewed WP/21 Revision No. 1 presented by the ICAO Council, which provided a progress report on activities undertaken to support the ICAO NGAP programme, and proposed the adoption of a revised ICAO Assembly Resolution on the Next Generation of Aviation Professionals (NGAP) and Aviation Talent Development. The revised Resolution, supersedes Assembly Resolution A39-29 by expanding its scope beyond youth and licensed professionals to cover all aviation workers, at all career stages, including mid-career and unlicensed personnel, as well as transitioning workers from other industries and further places emphasis on reducing barriers to entry, including through enhanced access to affordable education, the provision of scholarships, and flexible training options.

21.2 The Committee also reviewed the Call to Action adopted at the ICAO NGAP Global Summit 2025 (Durban, South Africa, 12–14 August 2025), contained in Appendix A of WP/21 Revision No. 1. This Call to Action identified priority areas for collective action by States and stakeholders and complements the revised Resolution by highlighting the need to strengthen leadership and coordination, integrate future skills and innovation into training systems, ensure widespread access to aviation careers, promote ethical mobility, elevate the voice of the next generation, and mobilize resources for long-term sustainability. The Committee called for intensified action at all levels to implement the NGAP Global Summit 2025 Call to Action and the updated Resolution, including through the integration of aviation workforce strategies into national aviation plans, regional frameworks, and global cooperation platforms.

21.3 The Committee reviewed WP/154 presented by Brazil and supported by 20 Latin American Civil Aviation Commission (LACAC) Member States, which highlighted the “Wings for All” programme as a national initiative promoting diversity, equity and inclusion in the aviation sector. The Committee recognized its relevance in light of current and projected workforce shortages, underscoring the critical role of investments in high-quality education and training in driving economic growth. The Committee further acknowledged the programme’s alignment with the NGAP Strategy, ICAO’s Gender Equality Programme, and the United Nations 2030 Agenda for Sustainable Development, in particular Sustainable Development Goals (SDGs) 4, 5, 8, 9 and 10, and encouraged its dissemination through ICAO channels as an example of good practice. The Committee also invited Member States to consider similar initiatives tailored to local contexts, and to expand outreach initiatives aimed at eliminating barriers faced by underrepresented groups.

21.4 The Committee reviewed WP/407 presented by Chile and supported by 18 LACAC Member States, which underscored the importance of the professional development of current and future generations of professionals in the CNS/ATM system. The Committee recognized that, given the shorter technical-operational career span of these professionals relative to the normal retirement age, sustainable career pathways are required to retain expertise and facilitate transitions into leadership and decision-making roles. It encouraged Member States to collaborate with academia to promote continuous professional development at all stages of working life, and requested them to collect and share with ICAO information on the benefits of retaining and leveraging experienced CNS/ATM human capital. The Committee further requested Member States to assist ANSPs in supporting such transitions through managerial and leadership training and encouraged ICAO to promote sustained CNS/ATM professional development as a fundamental pillar of global air navigation, including for medium and long-term decision-making.

21.5 The Committee reviewed WP/151 presented by Japan, which outlined comprehensive national efforts to secure and utilize aviation human resources across technical, operational and managerial domains. It noted the initiatives of the Japan Civil Aviation Bureau to address workforce shortages affecting aircraft mechanics, pilots, ground handling personnel and air traffic controllers, including reforms to the licensing system, improved working conditions, and measures to promote greater participation of women,

with a target of 10 per cent for pilots and mechanics within the next decade. The Committee further recognized the importance of attraction, retention and development of skilled personnel to sustain aviation growth, supported enhanced collaboration through ICAO's NGAP Programme and the Global Aviation and Aerospace Skills Task Force (GAAST), and encouraged the sharing of best practices among States.

21.6 The Committee reviewed WP/152 presented by South Africa, which presented a wide range of national initiatives in response to NGAP challenges, including outreach campaigns such as the Joint Aviation Awareness Programme and International Civil Aviation Day activities, STEM tutoring initiatives, and funding mechanisms in the form of bursaries, sponsorships, trainee and learnership programmes that collectively reach more than 70,000 learners annually. The Committee supported measures on youth outreach, financial support, gender-inclusive initiatives, and the promotion of public-private partnerships, and encouraged the exchange of best practices among States. The Committee further urged ICAO, in collaboration with Member States, to ensure that gender equality and the empowerment of women and girls are addressed and incorporated into all NGAP initiatives. One State emphasized the need to ensure that the empowerment of women and girls remains merit based. It further encouraged ICAO to adopt precise terminology that acknowledges biological realities, while upholding the highest standards in safety-critical roles.

21.7 The Committee reviewed WP/153 presented by the United Kingdom, the African Civil Aviation Commission (AFCAC), Brazil, France, Japan, South Africa, the United Arab Emirates, Airports Council International (ACI), Airport Services Association (ASA World), the International Air Transport Association (IATA), the International Coordinating Council of Aerospace Industries Associations (ICCAIA), JAA Training Organisation (JAA TO), the Royal Aeronautical Society (RAeS), and the International Air Cargo Association (TIACA), which emphasized the importance of expanding the scope of ICAO's NGAP Programme beyond youth and licensed professionals to encompass all categories of aviation workers, including unlicensed personnel, mid-career staff and transitioning professionals, and expressed its support for the revised Assembly Resolution on NGAP that reflects this approach. The Committee highlighted the risk that current and projected workforce shortages pose to aviation safety, security and resilience. It further emphasized the need for stronger collaboration among States, academia and industry, and encouraged ICAO to collaborate with industry and State-led programmes to share resources, information and good practices, through the creation of a working group on NGAP. The Committee also noted the role of the Global Aviation and Aerospace Skills Taskforce (GAAST) in providing a platform for data sharing, mutual recognition of qualifications and dissemination of best practices, and noted the call for States, educational institutions and industry to support ICAO's efforts through technical expertise, data sharing, and voluntary financial or in-kind contributions.

21.8 In light of its deliberations, the Committee agreed to recommend to the Plenary to:

- a) adopt the revised Resolution on NGAP and Aviation Talent Development and to endorse the Call to Action from the ICAO NGAP Global Summit 2025;
- b) request ICAO to consider establishing a working group on NGAP to foster collaboration among all stakeholders; and
- c) stress the importance of mobilizing additional resources, including voluntary financial and in-kind contributions, technical expertise and data sharing, to support ICAO's NGAP Programme and sustain the collective efforts required to ensure the resilience and sustainability of the global aviation system.

21.9 The Committee noted Information Papers WP/504 presented by Pakistan; WP/503 presented by Portugal; WP/278 presented by the Global Aviation & Aerospace Skills Taskforce (GAAST);

WP/412 presented by Hermes Air Transport Organization and WP/674 presented by the International Forum for Aviation Research (IFAR).

Resolution 21/1: NGAP: Next Generation of Aviation Professionals - Global Aviation Talent Development

Recognizing that aviation is a growing industry that is critical for promoting global connectivity while supporting economic development and growth around the world;

Recognizing that in order to support growing aviation needs and ensure the safe and efficient operation of the air transportation system, qualified and competent aviation professionals, ~~as well as~~ encompassing a diverse aviation workforce, are required;

Noting that workforce shortages may impact safety, security, and the ability to achieve ICAO's strategic goals,

Considering the importance of attracting, training, and retaining talent across various roles in aviation, including licensed personnel, professionals, and general aviation workers, it is crucial to comprehensively address the industry's needs;

Considering that, to meet current and future human resources needs, it is important for States and industry to engage with ~~next generation of aviation professionals~~ not only young entrants but also to adopt an age-agnostic approach that values the contributions of workers from all generational cohorts, and attracts and trains talents from other industries,

Recognizing that Developing States are facing peculiar challenge in losing aviation professionals with faster rate than replacement due to high demand of skilled aviation professionals in the international market, it is crucial to comprehensively understand the situation and address it through setting strategic initiatives under NGAP,

Recognizing that improving the perception of the aviation sector is critical to attracting and retaining a sustainable talent pipeline, requiring targeted strategies to promote aviation as a career of choice that is competitive and rewarding at all levels;

Noting that partnerships between ~~government~~ Member States, regional organizations, industry and educational organizations are important to attracting, educating and retaining the next generation of aviation professionals, ~~considering gender equality~~ recognizing the importance of promoting equal opportunities and the empowerment of women in aviation workforce development;

The Assembly:

1. *Urges* Member States to work with the ~~aviation community~~ relevant stakeholders to identify long-term human resources needs and establish strategies to attract, educate and retain ~~in the sector~~ aviation professionals talents; ~~aviation professionals, considering professionals talents; aviation professionals, considering equality;~~ aviation professionals, with due regard to inclusion, and equal opportunities, ensuring that women are fully empowered to participate and advance in the aviation sector;
2. *Encourages* Civil Aviation Authorities to communicate and cooperate with government education and labour bodies, the TRAINAIR PLUS Programme (TPP) network, ~~the network of Aviation Security Training Centres (ASTCs)~~ aviation academic institutions and research centers, and the aviation industry to develop strategies for promoting aviation and developing competent aviation professionals and general

workers and retaining them within States the sector; encouraging early engagement initiatives in schools and communities to inspire youth, including girls, to pursue careers in aviation.

3. *Encourages* Member States to facilitate, through internationally agreed upon guidance and assessment practices for mutual recognition of qualifications and licenses, administrative procedures to allow for the seamless movement ~~free flow~~ of professionals across borders;

4. *Urge*s Member States, academia, and industry to implement targeted initiatives that reduce barriers to entry, including enhancing access to affordable education, providing scholarships, and offering flexible training options;

5. *Urge*s Member States, academia, and industry to collaboratively develop and implement clearly defined initiatives, such as knowledge exchange programmes, joint training projects, capacity-building workshops, and technical advisory support, aimed specifically at strengthening training capabilities within Developing States. These efforts should aim to mitigate challenges arising from the retention difficulties of skilled aviation professionals, thereby contributing positively to the sustainable development and resilience of aviation workforces in these regions;

6. *Recommends* that the scope of the NGAP Programme be expanded to attract, develop, and retain aviation talent from all generations, backgrounds, and experience levels;

7. *Encourages* Member States to promote best practices that focus on meeting the evolving needs and values of aviation talents ~~the next generation of aviation professionals to, thereby enhancing enable~~ employee attraction and retention, productivity, performance, ~~recruitment~~, and safety;

8. *Encourage* Member States to consider actively leveraging initiatives such as the ICAO Global Ambassadors Programme, with the objective of increasing global interest and participation in the aviation sector;

9. *Instructs* the Council to ensure a continued leadership role for ICAO, in facilitating communication and collaboration with States and industry to support the development of forecasts, strategies, sharing of best practices, planning tools, and guidelines for engaging and cultivating the next generation of aviation professionals; and

10. *Encourages* Member States, international and regional organizations, academia and industry to support the NGAP Programme, as one of the integral elements of capacity building, by providing technical expertise and guidance, and resources (human, financial and data) to help achieve the Programme's objectives.

CALL TO ACTION FROM THE NEXT GENERATION OF AVIATION PROFESSIONALS (NGAP) GLOBAL SUMMIT 2025

(Durban, South Africa | 12–14 August 2025)

In response to the growing global need to build a resilient, inclusive, non-discriminatory and future-ready aviation workforce, and consistent with ICAO's Strategic Goals and the Global Strategy on the Next Generation of Aviation Professionals (NGAP), the NGAP Global Summit 2025 calls upon all stakeholders, at the global, regional and national levels, to take collective action across the following priority areas:

1. Strengthen leadership and coordination on aviation workforce planning

- Integrate NGAP and talent development priorities into National Aviation Plans and national development agendas, covering skills monitoring, education, capacity building, and outreach as core pillars.
- Adopt NGAP strategies with clear targets, budget allocations, and accountability mechanisms to ensure sustained action on talent development.
- Appoint NGAP focal points in every State and relevant entity to coordinate stakeholders and track progress.
- Encourage harmonized workforce monitoring and forecasting frameworks, such as national aviation workforce observatories to collect and analyze data on jobs, demographics, and future skills demand, supported by stronger alignment of policies and leadership structures.

2. Align education and training with industry needs and future skills

- Ensure education and training systems reflect evolving industry needs through structured collaboration between academia, training institutions, industry, and Civil Aviation Authorities (CAAs), aligning curricula, certification models, and future skills with operational realities, while ensuring every graduate has access to hands-on experience, apprenticeships, internships, and clear pathways to employment.
- Encourage twinning programmes and peer-learning networks among academic institutions, training centres, and CAAs to strengthen capacity, foster knowledge transfer, and expand access to quality aviation education globally.
- Support innovation in workplace design, training methodologies, and certification models to align with industry transformation and ensure non-discriminatory and equitable implementation across regions.
- Encourage the adoption of flexible, technology-enabled learning approaches, including micro-credentials, hybrid formats, and AI-driven instruction, responsive to the expectations of new generations of learners, the evolving needs of the aviation industry, and the requirement for equitable access across regions and groups.
- Promote investment in applied research, pedagogical innovation, apprenticeships, and cross-sector experimentation to modernize aviation education and training systems.

3. Remove barriers to entry and ensure widespread access to aviation careers

- Commit to reducing financial, geographical and social barriers through targeted scholarships, outreach campaigns, and funding mechanisms.
- Consolidate and expand ICAO's Developing Countries Training Programme (DCTP), scholarships and fellowship programmes to ensure access not only for young professionals but also for students, providing equitable opportunities for specialized training and early industry exposure.
- Promote pathways to ensure meaningful access for qualified individuals from underrepresented groups, including empowerment of girls and women, youth and people in underserved regions so no country is left behind.
- Mobilize cross-sectoral partnerships to ensure that fair education and funding mechanisms are embedded into national and regional workforce development strategies.

- In line with ICAO's Global Ambassadors Programme, nominate aviation outreach ambassadors and champions at the national and regional level to increase visibility of aviation careers, particularly for youth and women.

4. Promote mobility and mutual recognition of competencies across borders

- Encourage States and regulators to facilitate the portability of competencies and credentials by promoting the validation of licenses, mutual recognition of qualifications, and streamlined credentialing and visa procedures through regional and bilateral cooperation, to support fair and ethical mobility of professionals, particularly from and within developing countries, and to strengthen resilience and sustainable workforce development
- Expand and harmonize mechanisms such as ICAO's TRAINAIR PLUS Programme and networks of academic aviation institutions to enhance recognition and comparability of aviation training quality, and advance regulatory alignment.
- Promote balanced workforce strategies that combine developing local talent with fair mobility frameworks, ensuring aviation continues to serve as a driver of social mobility and development, especially in less privileged regions.
- Develop practical, region-specific initiatives (e.g., in Africa and Asia) to address the lack of harmonized frameworks for licence recognition and professional mobility.

5. Elevate the voice of the next generation

- Recognize the essential role of young professionals and students in shaping the future of aviation, and commit to systematically integrating their perspectives into policymaking, programme design, and governance structures.
- Create formal mechanisms such as youth councils, advisory roles, and consultative seats to ensure the meaningful participation of youth in decision-making, and to strengthen intergenerational dialogue and shared leadership.
- Launch youth mobility initiatives to provide opportunities for international and regional training, exchanges, and career exposure, and encourage structured internships within Civil Aviation Authorities, ICAO Regional Offices, and industry partners.
- Support youth research and innovation by funding projects, hubs, hackathons, and youth-led enterprises, and organize annual competitions to address real-world aviation challenges.
- Establish structured youth-to-industry mentorship pipelines to facilitate effective career entry and long-term professional development.

6. Rebrand aviation as a purpose-driven, non-discriminatory, and sustainable career sector

- Encourage coordinated communication strategies to reposition aviation as a sector of innovation, sustainability, economic growth, connectivity and societal development.
- Promote national and regional outreach campaigns, employer branding initiatives, and early engagement in schools and communities, including role models, aviation ambassadors, mentorship, and immersion programmes.
- Leverage social media and knowledge-sharing platforms to enhance visibility and attractiveness of aviation careers for all.
- Foster supportive work environments and promote work-life balance to increase retention and attractiveness of aviation professions.

- Encourage comprehensive evaluations of salaries, compensation, and career options to ensure competitive packages and progression pathways.
- Promote equal opportunities and non-discriminatory practices in recruitment, retention, and career progression across the aviation sector.

7. Enhance regional and global partnerships for talent development

- Strengthen cooperation among governments, CAAs, industry, academia, and training organizations to align workforce strategies and share good practices.
- Support the joint development of planning tools, funding models, mutual recognition frameworks, and resource-sharing mechanisms.
- Promote regional centres of excellence, cross-border capacity-building hubs, and peer-learning networks.
- Encourage partnerships with youth-led organizations, NGOs, and education advocacy groups to amplify outreach and expand grassroots aviation engagement.
- Promote inclusion of workforce priorities in regional economic integration agendas to secure long-term policy and funding support.
- Strengthen regional cooperation platforms (through ICAO and regional organizations) to share forecasts, exchange good practices, and jointly plan for workforce capacity.

8. Expand knowledge transfer, mentorship and succession planning

- Establish global and regional frameworks for mentorship, knowledge transfer, and succession planning across aviation professions.
- Encourage retired and experienced professionals to participate in mentorship and training to preserve institutional knowledge.
- Leverage technology to create global mentorship networks, virtual apprenticeships, and intergenerational knowledge-sharing platforms.
- Adopt policies embedding succession planning into organizational strategies to ensure continuity of expertise.
- Develop systems to recognize and reward mentorship as a professional responsibility across aviation disciplines.

9. Mobilize resources and investment for workforce development

- Encourage States, industry, and development partners to allocate funding for NGAP initiatives, including scholarships, training infrastructure, and research.
- Mobilize multilateral development banks, donors, and philanthropic institutions to support workforce initiatives through innovative financing mechanisms.
- Establish public-private partnerships to sustain long-term investment in aviation workforce development.
- Prioritize investments in underserved regions to bridge training gaps, ensuring no country is left behind.
- Expand international cooperation to channel resources into training centres, simulation facilities, and digital platforms.
- Mobilize voluntary contributions from States and industry stakeholders to support ICAO's NGAP Global Strategy and implementation tools.

10. Ensure follow-up and accountability

- Encourage Member States and stakeholders to report on NGAP actions during ICAO Assemblies, regional events, and stakeholder forums.
- Establish mechanisms to monitor progress and share lessons learned at global and regional levels.

The Summit calls upon all stakeholders to translate these commitments into concrete actions at the national, regional, and global levels, and to ensure effective follow-up, accountability, and continued cooperation. It further encourages the mobilization of adequate resources and voluntary contributions in support of the implementation of this agenda, with a view to securing a resilient, inclusive, and sustainable global aviation workforce, ensuring no talent and no generation is left behind.

Agenda Item 22: Other high-level policy issues to be considered by the Executive Committee

Policy matters pertaining to the Organization and the Chicago Convention

22.1 A42-WP/505, presented by Argentina, invites Member States to initiate studies to evaluate and determine whether or not the Chicago Convention needs to be amended. The Secretary of the Executive Committee recalled that Resolution A4-3 adopted by the 4th Session of the Assembly in 1950, establishes the policy and programme for amendments to the Chicago Convention. In particular, the Resolution provides that an amendment of the Convention may be appropriate when either or both of the following tests are satisfied: i) when it is proved necessary by experience; and/or ii) when it is demonstrably desirable or useful. The Secretary also observed that since the entry into force of the Chicago Convention, Article 94 of the Chicago Convention had never been amended.

22.2 While one Delegation expressed support for the proposal to initiate work to amend the Chicago Convention, a clear majority of the Delegations that took the floor did not express support for the Working Paper. It was stressed that the timing for such a review was not appropriate given the geopolitical context and that it may pose important challenges for the Organization in terms of its current priorities and resource implications. It was also noted that the Chicago Convention has demonstrated sufficient flexibility over time and that any modernization efforts should be pursued within the existing framework. One Delegation also pointed out that, pursuant to its Article 4 (Non-retroactivity of the present Convention), the 1969 *Vienna Convention on the Law of Treaties* does not apply to the Chicago Convention.

22.3 In conclusion, the Chairperson noted that a majority of the Delegations that took the floor did not express support for the proposal to initiate work to amend the Chicago Convention. Accordingly, it was concluded that the Committee does not support the conclusions set out in the working paper.

22.4 The Executive Committee considered A42-WP/224, presented by New Zealand and Australia with support from Asia Pacific States, which addressed challenges faced by ICAO Member States in the Asia Pacific region in managing and responding to ICAO State letters. Based on a survey (A42-WP/625), the paper identified key issues such as limited technical expertise and staffing capacity, difficulties handling the volume of State letters, and the need for clearer prioritization of communications.

22.5 There was overwhelming support by the Committee for A42-WP/224, as a result of which the Secretariat committed to start working immediately on making State Letters more accessible and manageable. In particular, the Secretariat agreed to enhance communication by clearly labeling State Letters according to priority, and distinguishing high-priority letters related to adoption or amendment of Standards and Recommended Practices (SARPs). The Secretariat will also propose new ways to share information, especially on State Letters which could be described as “for information and appropriate action” (e.g., secondment opportunities, regional training frameworks, symposia).

Crisis Management

22.6 The Committee reviewed A42-WP/262, presented by Brazil and supported by Latin American Civil Aviation Commission (LACAC) Member States¹, on enhancing integration between national crisis monitoring systems and ICAO’s global response mechanisms. The Committee recognized the importance of improving integration between national crisis monitoring structures and ICAO global response mechanisms to enhance resilience and responsiveness in aviation crisis management.

22.7 The Committee considered A42-WP/293, presented by Egypt, which highlighted Egypt’s role in maintaining aviation safety during a regional crisis and emphasized the need for modernization and ICAO support. The Committee recognized Egypt’s pivotal role in maintaining aviation continuity and safety during the regional conflicts and noted the urgent need for modernization of Egypt’s airspace management infrastructure with ICAO support.

22.8 The Committee reviewed A42-WP/410, presented by Guatemala and supported by Central American Corporation for Air Navigation Services (COCESNA) Member States², on contingency planning for air navigation services in Central America. The Committee noted the alignment with ICAO Standards and the importance of regional safety and sustainability. The Committee, noting the comprehensive approach of COCESNA to contingency planning, emphasized the need for the alignment of the regulations of Member States with the ICAO provisions concerning contingency management to ensure safety, continuity, and efficiency of air navigation services.

22.9 The Committee expressed its appreciation to States for their efforts in responding to crisis and contingency events and for the excellent level of collaboration among all stakeholders for the management of airspace disruptions. The Committee recalled that the development of an ICAO global framework for crisis preparedness and response had been initiated and would include global guidance material, training programmes and implementation support plans to ensure that States, ICAO and all stakeholders are well-prepared to effectively respond and manage crisis and contingency events. The Committee invited States and international organizations to continue supporting ICAO’s efforts, since their active collaboration was vital for enhancing effectiveness and fostering progress in this area.

¹ Belize, Bolivia (Plurinational State of), Chile, Colombia, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, Venezuela (Bolivarian Republic of).

² Belize, Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua

Standards and Recommended Practices (SARPs) efficiency

22.10 The Committee considered A42-WP/281, presented by Brazil and supported by LACAC Member States³, which advocated for the adoption of Regulatory Outcome Assessment (ROA) procedures within ICAO's regulatory framework. The paper highlighted the need to complement existing compliance-based oversight mechanisms, such as Universal Safety Oversight Audit Programme (USOAP) and Universal Security Audit Programme (USAP), with outcome-oriented evaluations, to determine whether regulatory measures effectively achieve intended safety, security, efficiency, and environmental objectives. It underscored the importance of integrating clear objectives, baseline data, performance indicators, stakeholder participation and feedback mechanisms into the regulatory cycle to enhance transparency, accountability and institutional learning. The Committee recognized the importance of regulatory outcome assessments as tools to strengthen strategic oversight, promote institutional learning, and enhance accountability within the civil aviation sector.

22.11 The Committee considered A42-WP/288, presented by the United States, on the review and analysis of applicable international Standards to ensure their relevance and improve implementation. The paper highlighted the challenges posed by the increasing volume and complexity of ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS), which affect both ICAO's management and States' effective implementation. The Committee supported the need to conduct a prioritized review and analysis of ICAO Standards to identify and address obsolete, redundant, or unnecessarily prescriptive provisions to improve relevance, implementation, and reduce the burden on States and ICAO. In concluding the discussions on this working paper, the Committee, however, highlighted the importance of following the SARPS development and update process through the relevant bodies within ICAO in a transparent and inclusive manner.

Review of the implementation of Assembly Resolutions A41-1, A41-2 and A41-3

22.12 The Committee considered A42-WP/52, A42-WP/53, and A42-WP/54, all presented by the Council of ICAO. The Committee also reviewed A42-WP/95 presented by the Democratic People's Republic of Korea (DPRK).

22.13 A large number of the Delegations that took the floor expressed support for A42-WP/52, A42-WP/53 and A42-WP/54. Many of these Delegations referenced the rigorous, structured and transparent process conducted by the Council pursuant to Article 54 k) of the Chicago Convention, noting that in each case, the process was strictly technical and not political, and that the due process rights of the States concerned were fully respected. Although each of the three States concerned by the papers in question had been provided ample opportunity to demonstrate their compliance with the applicable Assembly Resolution, no such information had been received. Several Delegations expressed serious concern that unannounced missile launches by the DPRK had continued to occur following the adoption of Assembly Resolution A41-3, noting their serious implications for the safety and security of international civil aviation.

22.14 A small number of the Delegations that took the floor did not support A42-WP/52, A42-WP/53 and A42-WP/54. Some of these Delegations questioned the continued validity of Assembly Resolutions A41-1, A41-2 and A41-3. One Delegation firmly rejected the Council's recommendations to the Assembly to restate that the referenced Resolutions remain in force and expressed the view that Assembly Resolution A41-3 is politically motivated. Others emphasized that the issues mentioned in Assembly Resolutions A41-1, A41-2 and A41-3 fall outside the scope of the technical mandate of ICAO

³ Argentina, Belize, Bolivia (Plurinational State of), Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Nicaragua, Paraguay, Peru, Uruguay, Venezuela (Bolivarian Republic of)

and reiterated concerns about the politicization of the technical activities of the Organization. Other Delegations, who did not support A42-WP/52, A42-WP/53 and A42-WP/54, rejected the characterization of the actions referred to in Assembly Resolutions A41-1, A41-2 and A41-3 as infractions of the Chicago Convention.

22.15 With respect to A42-WP/95, an overwhelming majority of Delegations that took the floor opposed the paper, on the basis that the Committee's endorsement of the actions set out therein for approval by the Plenary would undermine the Council's role, compromise the Organization's credibility, and negatively affect the safe and orderly development of international civil aviation. One Delegation, supported by another Delegation, mentioned the promotion of safe and orderly development of international civil aviation through technical cooperation and opposed the politicization of air navigation services, aviation safety and technical cooperation. That Delegation also opined that sanctions are not an end in themselves and that, despite the sanctions, the relevant resolutions of the United Nations Security Council should be carried out in good faith, without excessive implementation. A few Delegations expressed support for A42-WP/95, citing the need to safeguard ICAO's neutrality and prevent the politicization of the Organization's work.

22.16 In summing up, the Chairperson noted that a large majority of the States that took the floor have again condemned the infractions of the Chicago Convention by the Republic of Belarus, the Russian Federation and the DPRK and have endorsed the conclusions and actions recommended by the Council in A42-WP/52, A42-WP/53 and A42-WP/54. The Chairperson therefore concluded that the Executive Committee has agreed to recommend to the Plenary to restate that Assembly Resolutions A41-1, A41-2 and A41-3 remain in force and to urge the Republic of Belarus, the Russian Federation and the DPRK to take appropriate actions to remedy the situation. The Chairperson also noted that the Committee did not agree to recommend to the Plenary the endorsement of the actions contained in A42-WP/95 including the draft Assembly Resolutions appended to the working paper.

22.17 The Committee took note of A42-WP/558 (Information Paper) presented by the DPRK.

22.18 One Delegation that did not agree with the Chairperson's summary of the Committee's deliberations, supported by another Delegation, requested that the Committee proceed to a vote by secret ballot in accordance with Rule 47 of the *Standing Rules of Procedure of the Assembly of the International Civil Aviation Organization* (Doc 7600/8) (Assembly Rules). At the invitation of the Chairperson, the Delegation confirmed that it wished to appeal against the Chairperson's ruling on the summary and conclusions of the Committee's deliberations. The Chairperson immediately put the appeal to a vote by show of hands on the question "Do you wish to overrule my ruling that the summary and conclusions of the Chairperson reflect the discussions of the Executive Committee?". With a large majority of Delegations expressing their support for the Chairperson's ruling and a minority opposing it, the Committee therefore decided that the Chairperson's ruling shall stand.

22.19 A few Delegations sought clarification from the Secretariat as to why a vote by secret ballot was not conducted in accordance with Rule 47 of the Assembly Rules. In response, the Secretariat explained that while challenges and appeals against the Chairperson's rulings are governed by Rule 36, a vote by secret ballot is always possible under Rule 47, if so requested in timely manner by two Delegations and the request is not opposed, in order to decide a specific question. The Chairperson recalled that as a subsidiary body of the Assembly, the role of the Executive Committee is to make recommendations to the Plenary which has full discretion to decide whether or not to adopt those recommendations. It was further clarified that any divergence of views would be recorded in the Report of the Executive Committee.

22.20 A few Delegations stated that the Committee's decision on A42-WP/52, A42-WP/53 and A42-WP/54 had been adopted in violation of the provisions of the Assembly Rules and urged the Chairperson to ensure that the Committee's deliberations are conducted in strict compliance with the Rules.

Matters concerning infractions of the Convention on International Civil Aviation by Contracting States: Global Navigation Satellite System (GNSS) Radio Frequency Interference (RFI)

22.21 The Committee reviewed A42-WP/44, presented by the Council, which invited the Assembly to endorse the Council's determination that the recurring incidents of GNSS-RFI on the Korean peninsula originating from the DPRK constitute an infraction by the DPRK of the Chicago Convention, and to adopt the draft Assembly Resolution proposed in Appendix B to the paper. The Committee also reviewed A42-WP/553, presented by the Council, which invited the Assembly to endorse the Council's determination that the recurring incidents of GNSS-RFI in the Baltic, Eastern and Northern European regions originating from the territory of the Russian Federation constitute an infraction by the Russian Federation of the Chicago Convention, and to adopt the draft Assembly Resolution proposed in Appendix B to the paper.

22.22 The majority of the Delegations that took the floor acknowledged and condemned violations of the Chicago Convention by the DPRK and the Russian Federation, expressing strong support for A42-WP/44 and A42-WP/553 and the draft resolutions appended thereto. One Delegation, supported by several others, emphasized that the Council in presenting A42-WP/44 and A42-WP/553 to the Assembly followed a rigorous, transparent and structured process, consistent with the principles and procedures set out in the Chicago Convention, taking into account technical and legal advice from the Secretariat. That Delegation further observed that due process was fully respected in the Council's proceedings and that the two States concerned were given full opportunity to explain any actions they had taken to address their violations of the Chicago Convention. Regrettably, neither the DPRK nor the Russian Federation had responded to ICAO's letters to that effect. In that Delegation's view, the Council's actions taken to fulfill its mandate as set out in the Chicago Convention are not politically motivated.

22.23 Several Delegations who supported A42-WP/44 and A42-WP/553 expressed serious concern about the negative impacts of GNSS-RFI on the safety and security of international air navigation. In support of the determination of the Council on the infraction identified in A42-WP/553, a few Delegations highlighted that the Radio Regulations Board of the International Telecommunication Union (ITU) had concluded that the incidents of GNSS-RFI referenced in the paper had been geo-located as originating from within the territory of the Russian Federation.

22.24 While acknowledging the seriousness of GNSS-RFI and its negative impacts on the safety and security of international civil aviation, one Delegation, supported by two others, emphasized the need to adopt a broader perspective with a view to considering such incidents wherever they occur, while bearing in mind that ICAO's primary role is to foster cooperation and mutual understanding among Member States. These Delegations called upon all States to enhance technical cooperation, strengthen coordination with industry partners to improve anti-jamming and anti-spoofing capabilities of airborne navigation systems, and to work together to establish a minimal operational network for GNSS.

22.25 A few Delegations strongly opposed A42-WP/44 and A42-WP/553, noting that the actions recommended therein are unfounded, selectively target certain States, undermine cooperation, and politicize ICAO's technical work. In the case of A42-WP/44, one Delegation asserted that the allegations presented therein are a political fabrication by the Republic of Korea and its allies, made without scientific evidence and aimed at tarnishing the international image of the DPRK. In the case of A42-WP/553, another Delegation stated that any incidents of GNSS-RFI that may have originated from the territory of the Russian Federation were the result of national security measures taken against Ukrainian unmanned aircraft. At the

same time, it was asserted that the Russian Federation took all measures to limit the impact of such incidents of GNSS-RFI on civil aviation receivers. The Delegation emphasized its openness to cooperation, noting that as a State provider of the GLONASS system free of charge to the global aviation community, it firmly rejects the accusatory rhetoric presented in A42-WP/553 in regard to the functioning of GNSS.

22.26 One Delegation requested a vote by secret ballot on the draft Assembly resolution appended to A42-WP/553 in accordance with Rule 47 of the Assembly Rules. The request for a secret ballot vote was supported by two other Delegations and was not opposed by any Delegation. While seeking clarification about the question for the secret ballot vote, one Delegation, supported by several others, suggested that the question be rephrased as follows “Do you oppose the actions set out in A42-WP/553?”. Further to the Chairperson’s clarification that the Committee’s role was not to adopt resolutions but to make recommendations to the Plenary, the Committee agreed to proceed with a secret ballot vote on the question **“Do you support to recommend to the Plenary to adopt the draft Resolution as stipulated in the Appendix to A42-WP/553?”** The Chairperson of the Committee agreed to a suggestion by one Delegation, supported by another Delegation, that a member of the Delegation that requested the secret ballot be invited to observe the tallying of the votes. A total of 153 votes were cast, with 89 votes in favour, 19 against, 42 abstentions, 1 invalid vote and 2 blank ballots. Based on the outcome of the secret ballot vote, the Chairperson concluded that a clear majority of the Committee had expressed its support to recommend to the Plenary to adopt the draft Assembly Resolution appended to A42-WP/553, the text of which is as follows:

Resolution A42/xx: Infraction of the Convention on International Civil Aviation by the Russian Federation

Having considered the item concerning recurring Global Navigation Satellite System (GNSS) Radio Frequency Interference (RFI) in the Baltic, Eastern and Northern European regions originating from the territory of the Russian Federation;

Bearing in mind that the safety of international civil aviation remains the primary aim and objective of the *Convention on International Civil Aviation* as well as the International Civil Aviation Organization;

Recalling Assembly Resolution A41-8, Appendix C on ensuring the resilience of ICAO CNS/ATM systems and services, which recognized that GNSS should be free from harmful interference and urged States to refrain from any form of jamming, or spoofing affecting civil aviation;

Considering the paramount importance of preserving the safety and security of international civil aviation as enshrined in the principles and rules of the *Convention on International Civil Aviation* and its Annexes;

Noting that the ICAO Council, on 26 March 2025, recalled and reaffirmed its serious concerns regarding the harmful impact of GNSS-RFI on the safety and security of international civil aviation, which is against the principles enshrined in the *Convention on International Civil Aviation*;

Noting that the ICAO Council, on 13 June 2025, expressed its grave concern regarding the recurring incidents of GNSS-RFI originating from the Russian Federation, affecting international air navigation in the Warszawa (EPWW), Vilnius (EYVL), Riga (EVRR), Tallinn (EETT), Helsinki (EFIN), and Sweden (ESAA) Flight Information Regions (FIRs);

Noting that the Russian Federation was notified that the recurring incidents of GNSS-RFI went against the principles enshrined in the *Convention on International Civil Aviation* and yet failed to respond to the Council’s request to implement its decision and comply with the Russian Federation’s obligations under the *Convention on International Civil Aviation*;

Considering that the ICAO Council decided to submit this matter to the 42nd Session of the ICAO Assembly, in accordance with Article 54 k) of the *Convention on International Civil Aviation*;

The Assembly:

1. *Endorses* the determination of the ICAO Council that GNSS-RFI in the Baltic, Eastern and Northern European regions originating from the territory of the Russian Federation and its harmful impact on the safety and security of international civil aviation goes against the principles enshrined in the *Convention on International Civil Aviation*, and constitutes an infraction of that Convention;
2. *Condemns* the Russian Federation for the recurring GNSS-RFI originating therefrom that is jeopardizing the safety and security of international civil aviation;
3. *Urgently calls* upon the Russian Federation to comply strictly with its obligations under the *Convention on International Civil Aviation*, in order to cease the recurrence of such GNSS-RFI activities;
4. *Requests* the Council to remain seized of this matter and report back to the Assembly as appropriate; and
5. *Instructs* the Secretary General to immediately draw the attention of all Contracting States to this resolution.

22.27 With regard to A42-WP/44, the Chairperson noted that a majority of Delegations that took the floor expressed their support for the draft Assembly Resolution appended to the Working Paper. Based on the foregoing, the Chairperson concluded that the Committee has agreed to recommend to the Plenary to adopt the draft Assembly Resolution proposed in Appendix B to A42-WP/44, the text of which is as follows:

Resolution A42/xx: Infraction of the Convention on International Civil Aviation by the Democratic People's Republic of Korea

Having considered the item concerning recurring Global Navigation Satellite System (GNSS) Radio Frequency Interference (RFI) on the Korean Peninsula originating from the Democratic People's Republic of Korea;

Bearing in mind that the safety of international civil aviation remains the primary aim and objective of the *Convention on International Civil Aviation* as well as the International Civil Aviation Organization;

Recalling Assembly Resolution A41-8, Appendix C on ensuring the resilience of ICAO CNS/ATM systems and services, which recognized that GNSS should be free from harmful interference and urged States to refrain from any form of jamming, or spoofing affecting civil aviation;

Considering the paramount importance of preserving the safety and security of international civil aviation as enshrined in the principles and rules of the *Convention on International Civil Aviation* and its Annexes;

Noting that the ICAO Council, on 26 March 2025, recalled and reaffirmed its serious concerns regarding the harmful impact of GNSS-RFI on the safety and security of international civil aviation, which is against the principles enshrined in the *Convention on International Civil Aviation*;

Noting that the ICAO Council, on 13 June 2025, reiterated its grave concern that notwithstanding its previous decisions of 18 June 2012, 31 May 2016, 14 June 2024 and 26 March 2025 relating to the incidents of GNSS-RFI on the Korean Peninsula originating from the Democratic People's Republic of Korea, these incidents had continued to recur in the intervening period and had been ongoing since 2 October 2024, jeopardizing the safety of international civil aviation in the Incheon Flight Information Region (FIR);

Noting that the Democratic People's Republic of Korea was notified that the recurring incidents of GNSS-RFI went against the principles enshrined in the *Convention on International Civil Aviation* and yet failed to respond to the Council's repeated decisions and requests to implement its decisions and comply with the Democratic People's Republic of Korea's obligations under the *Convention on International Civil Aviation*;

Considering that the ICAO Council decided to submit this matter to the 42nd Session of the ICAO Assembly, in accordance with Article 54 k) of the *Convention on International Civil Aviation*;

The Assembly:

1. *Endorses* the determination of the ICAO Council that, GNSS-RFI on the Korean Peninsula originating from the Democratic People's Republic of Korea and its harmful impact on the safety and security of international civil aviation goes against the principles enshrined in the *Convention on International Civil Aviation*, and constitutes an infraction of that Convention;
2. *Deplores* that, in disregard of the concerns repeatedly expressed by the ICAO Council, the Democratic People's Republic of Korea has continued to engage in actions resulting in recurring GNSS-RFI on the Korean Peninsula;
3. *Condemns* the Democratic People's Republic of Korea for the recurring GNSS-RFI originating therefrom that is jeopardizing the safety and security of international civil aviation;
4. *Urgently calls* upon the Democratic People's Republic of Korea to comply strictly with its obligations under the *Convention on International Civil Aviation*, in order to cease the recurrence of such GNSS-RFI activities;
5. *Requests* the Council to remain seized of this matter and report back to the Assembly as appropriate; and
6. *Instructs* the Secretary General to immediately draw the attention of all Contracting States to this resolution.

22.28 The Committee noted A42-WP/557 (Information Paper) presented by the DPRK.

Unilateral measures

22.29 The Committee considered A42-WP/256, presented by the Russian Federation, A42-WP/514, presented by the Bolivarian Republic of Venezuela and A42-WP/250, presented by the Interstate Aviation Committee on behalf of the Republic of Belarus, the Russian Federation and Tajikistan.

22.30 Some Delegations expressed support for the three Working Papers, emphasizing the negative impact of unilateral coercive measures on international civil aviation and drawing attention to the fact that those measures are in contradiction with the principles enshrined in the *Convention on International Civil Aviation* (Chicago, 1944). It was stated that such unilateral measures weaken international cooperation and undermine efforts towards the sustainable and equitable development of international civil aviation. Concerns were also raised with respect to the disruptive effect of unilateral coercive measures on air traffic flows, as well as the potential exclusion of certain Member States from the benefits of the Organization's initiatives. These Delegations called upon the Assembly to instruct the Council to take appropriate measures to address the adverse consequences of these unilateral actions, including under Article 55 c) and e) of the Chicago Convention.

22.31 A majority of the Delegations that took the floor did not support the action items contained in A42-WP/256, A42-WP/514 and A42-WP/250, noting that many of the issues raised directly or indirectly overlapped with matters pending before the Council of ICAO or potential bilateral negotiations between States. Accordingly, these Delegations emphasized that the Assembly is not the appropriate forum to discuss items that are subject to ongoing Council deliberations, including matters pertaining to the settlement of differences under Chapter XVIII of the Chicago Convention. Concerns were also expressed that a decision by the Assembly on these topics could set an undesirable precedent that might undermine and prejudice the Council's authority and the Organization's governance framework.

22.32 In summing up, the Chairperson concluded that a majority of the Delegations that took the floor did not express support for recommending to the Plenary to adopt the action items contained in A42-WP/256, A42-WP/514 and A42-WP/250.

22.33 A few Delegations expressed their disagreement with the Chairperson's summary that a majority of the Delegations that took the floor did not support A42-WP/256, A42-WP/514 or A42-WP/250. One such Delegation clarified that, in their view, the many interventions calling for the Council to continue its consideration of matters pertaining to unilateral coercive measures supported the request for the Council to conduct a study of the impact of unilateral restrictive measures on international civil aviation pursuant to Article 55 of the Chicago Convention. The Chairperson noted the concerns expressed by those Delegations.

Other policy matters pertaining to international air transport

22.34 The Committee reviewed A42-WP/93 and A42-WP/96 presented by the DPRK. A42-WP/93 requested the Assembly to fully investigate meetings of the Council relating to the DPRK from 2022 to 2025, including the 13th meeting of 234th Session, and, also, to take measures to prevent double standards within the ICAO Council. A42-WP/96 reported an alleged infraction of the Chicago Convention following the infiltration of unmanned aircraft by the Republic of Korea into the territory of the DPRK in October 2024, thereby infringing upon the national sovereignty and jeopardizing the safety of civil aviation of the DPRK and requested the Assembly to take technical measures to prevent the recurrence of such cases.

22.35 The Committee also reviewed A42-WP/525, presented by the Interstate Aviation Committee on behalf of Armenia, Belarus, Kyrgyzstan, Russian Federation, Tajikistan and Uzbekistan, concerning the fulfilment by certain Member States of their obligations under certain ICAO Standards and Recommended Practices. In particular, the working paper outlined that some States are not responding to notifications sent to them or requests for technical information for the purposes of air accident investigations. The working paper also invited the Council to review cases of non-fulfilment by Member States of their obligations and to report such cases to ICAO Member States pursuant to Article 54 j) of the Chicago Convention.

22.36 At the invitation of the Chairperson, the President of the Council informed the Committee on the outcome of the 13th meeting of the 234th Session of the Council relating to A42-WP/96. During that meeting, the Council had considered C-WP/15688, presented by the DPRK, regarding alleged incidents involving the use of drones and unmanned balloons in its airspace. The President further clarified that the matter was given full consideration and the Council observed that no sufficient or substantive evidence had been provided to conclude that the alleged incidents had any tangible impact on the safety of international civil aviation in the region and agreed that no action by the Council was required. The President also mentioned that the minutes of the said Council meeting, which do not contain any evidence of the alleged double standards, are available on the ICAO portal and are accessible to all Member States. One Delegation expressed the view that the incident of unmanned aircraft infiltration as described in A42-WP/96 constitutes an intolerable act which thoroughly infringed the national sovereignty and security of the DPRK, violated international law and posed a serious danger to aviation safety.

22.37 A clear majority of Delegations that took the floor did not support A42-WP/93, A42-WP/96 or A42-WP/525. Several Delegations opposed the discussion of A42-WP/93 and A42-WP/96 considering that the Council had already given full consideration to the subject and concluded on the lack of substantiated evidence from the DPRK. One Delegation, that did not support A42-WP/93, expressed that further to the invitation of the Council, it remained open to engage in technical discussions with the DPRK to prevent the recurrence.

22.38 Two Delegations expressed support for A42-WP/93, A42-WP/96 and A42-WP/525. One Delegation further opined that the problem of double standards and politicization has affected an increasing number of States and undermined interactions among States, threatening aviation safety. Two other Delegations supported A42-WP/525.

22.39 One Delegation expressed concerns on the decision taken by the Council when considering C-WP/15688 and questioned whether it was the Council's definitive conclusion that military drones fall outside the purview of the mandate of ICAO; and additionally, whether the Assembly is mandated to review any decision taken by the Council. It was clarified that the information on this matter provided by the President of the Council is the outcome of the discussions of the Council; the detailed deliberations of which can be found in the relevant minutes.

22.40 Given that a clear majority of Delegations who took the floor did not support A42-WP/93, A42-WP/96 or A42-WP/525, the Chairperson concluded that the Committee did not endorse the actions proposed therein. The Committee also took note of A42-WP/559 (Information Paper) presented by the DPRK which supplemented the information in A42-WP/96.

Military aggression endangering international civil aviation

22.41 The Committee reviewed A42-WP/533, Revision No. 1, presented by the Islamic Republic of Iran. With reference to Article 3 c) of the Chicago Convention and Article 52 of Additional Protocol I to the Geneva Conventions of 1977, the Delegation called upon the Assembly to reaffirm that civil aviation, including airport infrastructure and aircraft, must be safeguarded from any threats.

22.42 One Delegation stated that the Assembly should emphasize that the protection of civil aviation infrastructure and operations in times of armed conflict remains essential and vital for the safety and security of civil aviation and encourage the Organization to adopt a uniform and non-discriminatory approach in addressing such threats in all States and in all conflicts, in order to avoid double standards and to preserve the integrity and universality of the Chicago Convention.

22.43 A majority of the Delegations that took the floor did not support the actions contained in A42-WP/533, Revision No. 1, including the draft Assembly Resolution appended thereto. It was outlined that the issues raised in the working paper concern international peace and security and are better addressed in other fora such as the United Nations Security Council (UNSC) or the United Nations General Assembly (UNGA). The view was also expressed that the proposed actions pertaining to the Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) were not appropriate in this context since the said programme focuses solely on assessing a State's aviation security oversight and its compliance with Annex 9 – *Facilitation* and Annex 17 – *Aviation Security*. It was further stated that the working paper was politically motivated. One Delegation categorically rejected A42-WP/533, Revision No. 1, questioning the use of derogatory language rather than the proper name to describe the Member State concerned. That Delegation also stated that the events described in the paper fell outside the purview of the Assembly in view of Article 89 of the Chicago Convention. Another Delegation opined that it was premature for the Assembly to address the issues contained in A42-WP/533, Revision No. 1.

22.44 A few Delegations expressed concern about the negative impact of the events outlined in the working paper. While condemning all acts of armed attack against civil aircraft and civil aviation infrastructure, some of these Delegations called upon the Assembly and other ICAO bodies to avoid double standards and the politicization of the Organization's work, noting that such trends undermine cooperation between States in the area of civil aviation. In referring to the suggestion by some Delegations that the matters raised in A42-WP/533, Revision No. 1 are better addressed in other fora, one Delegation enquired about the specific aspects of the disruption of civil aviation that should be dealt with by the ICAO Assembly and those that should be addressed by the UNSC or UNGA.

22.45 Based on the Committee's deliberations, the Chairperson noted that while a majority of the Delegations that took the floor did not support the actions contained in the working paper, including the draft Assembly Resolution, most of the Delegations who took the floor were of the view that the issues raised in the paper should be considered in other fora to ensure due process. Accordingly, the Chairperson concluded that while the Committee did not agree to recommend to the Plenary that it adopts the draft Assembly Resolution appended to this Working Paper, the Committee, nonetheless, agreed to recommend to the Plenary that the matter be referred to the Council of ICAO and other relevant technical bodies for further analysis.

APPENDIX

LIST OF WORKING PAPERS CONSIDERED BY THE EXECUTIVE COMMITTEE

Item 10: Contributions in Arrears

A42-WP/40 EX/18; AD/9	FINANCIAL ASPECTS OF THE QUESTION OF CONTRIBUTIONS IN ARREARS (09/07/2025)
A42-WP/40 Revision No. 1 EX/18; AD/9	FINANCIAL ASPECTS OF THE QUESTION OF CONTRIBUTIONS IN ARREARS (18/09/2025)
A42-WP/40 Revision No.1 Addendum No. 1 EX/18; AD/9	FINANCIAL ASPECTS OF THE QUESTION OF CONTRIBUTIONS IN ARREARS (26/09/2025)

Item 11: Annual Reports of the Council to the Assembly for 2022, 2023 and 2024

A41-WP/643 EX/279	DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 11 (26/09/2025)
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Item 12: Facilitation Programmes

A42-WP/14 EX/6	OUTCOME OF THE MINISTERIAL SEGMENT OF THE FACILITATION CONFERENCE HELD IN DOHA, QATAR (21/07/2025)
A42-WP/15 EX/7	CONSOLIDATED STATEMENT OF CONTINUING ICAO POLICIES RELATED TO FACILITATION (04/07/2025)
A42-WP/16 EX/8	ASSISTANCE TO AIRCRAFT ACCIDENT VICTIMS AND THEIR FAMILIES (11/07/2025)
A42-WP/58 EX/26	DOHA DECLARATION ON AIR TRANSPORT FACILITATION AND ANNEX 9 IMPLEMENTATION (18/07/2025)
A42-WP/59 EX/27	SUPPORTING COMPLIANCE OF THE SARPS RELATED TO AAAVF (18/07/2025)
A42-WP/72 EX/32	FIT FOR THE FUTURE – A LONG-TERM STRATEGIC PLAN FOR FACILITATION (25/07/2025)
A42-WP/72 Revision No.1 EX/32	FIT FOR THE FUTURE – A LONG-TERM STRATEGIC PLAN FOR FACILITATION (10/09/2025)
A42-WP/104 EX/47	ADDRESSING AND UPGRADING PASSENGER EXPERIENCE (27/07/2025)
A42-WP/104 Revision No.1 EX/47	ADDRESSING AND UPGRADING PASSENGER EXPERIENCE (10/09/2025)

A42-WP/105 PREPAREDNESS FOR MANAGING HEALTH RISKS ASSOCIATED WITH AIR TRAVEL
EX/48 (27/07/2025)

A42-WP/127 LEVERAGING THE ASSISTANCE FOR VARIOUS PASSENGER DATA EXCHANGE SYSTEMS
EX/62 (28/07/2025)

A42-WP/128 REGIONAL CAPACITY BUILDING AND STRATEGIC COOPERATION ON THE IMPLEMENTATION OF ADVANCE PASSENGER INFORMATION (API) AND PASSENGER NAME RECORD (PNR) SYSTEMS IN THE MIDDLE EAST AND AFRICA: THE EXPERIENCE OF SAUDI ARABIA
EX/63 (27/07/2025) *Information Paper

A42-WP/130 THE EXPERIENCE IN DEVELOPING AN EMERGENCY EVACUATION GUIDE FOR PERSONS WITH DISABILITIES
EX/64 (27/07/2025) *Information Paper

A42-WP/156 HARMONIZING CREW TREATMENT STANDARDS WORLDWIDE — MAINTAINING MOMENTUM IN THE NEXT TRIENNIAL
EX/78 (28/07/2025)

A42-WP/158 MODEL FRAMEWORK FOR THE FACILITATION AND CERTIFICATION OF FAL INSPECTORS AND INSTRUCTORS IN ANGOLA
EX/79 (28/07/2025)

A42-WP/161 UPDATING ANNEX 9 CHAPTER 5 TO REFLECT TECHNOLOGICAL ADVANCES
EX/80 (28/07/2025)

A42-WP/182 THE IMPORTANCE OF COMBATTING HUMAN TRAFFICKING IN AIR OPERATOR SUPPLY CHAINS
EX/85 (28/07/2025)

A42-WP/184 ACCESSIBILITY TO PERSONS WITH DISABILITIES: ADDRESSING OPERATIONAL CHALLENGES UNDER A UNIFIED ACTION PLAN
EX/87 (29/07/2025)

A42-WP/185 COLLABORATIVE APPROACH IN ADDRESSING THE USE OF AIR TRANSPORT FOR IRREGULAR MIGRATION
EX/88 (29/07/2025)

A42-WP/186 ACTUALIZACIÓN PASAPORTES URUGUAYOS
EX/89 (11/08/2025) *Information Paper

A42-WP/244 FOSTERING FACILITATION THROUGH CAPACITY BUILDING
EX/105 (29/07/2025)

A42-WP/247 NEW DEVELOPMENTS AND CHALLENGES RELATED TO ANNEX 9 — FACILITATION IN CUBA
EX/107 (25/07/2025) *Information Paper

A42-WP/264 ENHANCING ACCESSIBILITY IN AVIATION
EX/113 (29/07/2025)

A42-WP/276 EX/118 IRREGULAR MIGRATION—THE EXPLOITATION OF NON-SCHEDULED OPERATORS AND GENERAL AVIATION IN THE CARIBBEAN AND LATIN AMERICA (29/07/2025)

A42-WP/285 EX/123 CREW IDENTIFICATION AND THE FRAMEWORK PROVIDED BY ANNEX 9 (01/08/2025)

A42-WP/286 EX/124 DEVELOPING TRAVELLER IDENTIFICATION, DIGITAL DOCUMENTS, AND USE OF E-VISA IN KAZAKHSTAN (30/07/2025) *Information Paper

A42-WP/290 EX/126 SYMPOSIUM ON ASSISTANCE TO AIRCRAFT ACCIDENT VICTIMS AND THEIR FAMILIES (07/07/2025)

A42-WP/299 EX/130 KAZAKHSTAN'S COMMITMENT TO ADVANCING PASSENGER ACCESSIBILITY: IMPROVING SERVICES FOR PERSONS WITH REDUCED MOBILITY IN KAZAKHSTAN (30/07/2025) *Information Paper

A42-WP/302 EX/131 ENHANCING PASSENGER FACILITATION THROUGH OFF-AIRPORT BAGGAGE OPERATIONS AND ELECTRONIC BAG TAG (01/08/2025) *Information Paper

A42-WP/319 EX/134 PROPOSALS FOR THE CONTINUOUS IMPROVEMENT OF THE FULFILMENT OF OBLIGATIONS RELATING TO AIR TRANSPORT FACILITATION (24/07/2025)

A42-WP/320 EX/135 ESTABLISHMENT OF A NATIONAL OVERSIGHT FRAMEWORK FOR AIR TRANSPORT FACILITATION (27/07/2025)

A42-WP/323 EX/137 CREW IDENTIFICATION AND FACILITATION (29/07/2025)

A42-WP/325 EX/139 SEAMLESS PASSENGER EXPERIENCE (29/07/2025)

A42-WP/325 Revision No.1 EX/139 SEAMLESS PASSENGER EXPERIENCE (09/09/2025)

A42-WP/354 EX/145 THE IMPORTANCE OF A GLOBAL ACCESSIBILITY STRATEGY AND UNIFORM REGULATIONS, STANDARDS AND PROCEDURES (01/08/2025)

A42-WP/356 EX/146 THE EXPERIENCE IN OVERSIGHT OF AIR TRANSPORT FACILITATION (27/07/2025) *Information Paper

A42-WP/357 EX/147 IMPLEMENTING AUTOMATED BORDER CONTROL (ABC): EXPERIENCE AND INSIGHTS FOR STATES (04/08/2025) *Information Paper

A42-WP/372 EX/157 DISRUPTIVE AND/OR UNRULY PASSENGERS (28/07/2025)

A42-WP/386 HUMANITARIAN FLIGHTS
EX/166 (27/07/2025)

A42-WP/397 THE NATIONAL PUBLIC KEY DIRECTORY (NPKD) GUIDE OF SAUDI ARABIA
EX/174 (27/07/2025) *Information Paper

A42-WP/402 MEASURES TO COMBAT HUMAN TRAFFICKING IN THE AVIATION SECTOR
EX/177 (27/07/2025) *Information Paper

A42-WP/414 PRACTICES TO COUNTER ILLEGAL IMMIGRATION
EX/183 (11/08/2025) *Information Paper

A42-WP/416 ADDRESSING AND ENSURING THE RIGHTS OF PERSONS WITH DISABILITIES IN
EX/184 AIR TRANSPORT
(28/07/2025)

A42-WP/433 DISABILITY AND/OR REDUCED MOBILITY
EX/191 (02/08/2025)

A42-WP/439 ENHANCING COOPERATION BETWEEN IAEA AND ICAO TO RAISE AWARENESS
Revision No.1 AND INCREASE KNOWLEDGE ON THE SAFE AND SECURE TRANSPORT OF
EX/196 RADIOACTIVE MATERIAL
(02/08/2025)

A42-WP/439 ENHANCING COOPERATION BETWEEN IAEA AND ICAO TO RAISE AWARENESS
Revision No.1 AND INCREASE KNOWLEDGE ON THE SAFE AND SECURE TRANSPORT OF
EX/196 RADIOACTIVE MATERIAL
(09/09/2025)

A42-WP/447 LEGAL PROTECTION OF PETS IN INTERNATIONAL AIR TRANSPORT
EX/198 (29/07/2025)

A42-WP/449 PROPOSAL FOR ICAO TO ADDRESS THE SMUGGLING OF MIGRANTS BY AIR
EX/200 WITHIN THE FACILITATION PROGRAMME
(29/07/2025)

A42-WP/450 PROTECTING AVIATION THROUGH EFFECTIVE BORDER MANAGEMENT
EX/201 PROCESSES
(19/08/2025) *Information Paper

A42-WP/460 LEGAL PROTECTION OF PETS IN INTERNATIONAL AIR TRANSPORT —
EX/207 COLOMBIAN EXPERIENCE
(29/07/2025)

A42-WP/461 CIVIL AVIATION COOPERATION IN DISASTER SITUATIONS
EX/208 (29/07/2025)

A42-WP/461 CIVIL AVIATION COOPERATION IN DISASTER SITUATIONS
Revision No. 1 (22/08/2025)
EX/208

A42-WP/466 STRENGTHENING FACILITATION THROUGH REGULATORY STRUCTURES AND
EX/209 NATIONAL COORDINATION MECHANISMS: THE DOMINICAN REPUBLIC'S
EXPERIENCE
(29/07/2025)

A42-WP/469
EX/211 LEGAL CONSOLIDATION OF PROVISIONS ON HUMAN TRAFFICKING IN INTERNATIONAL CIVIL AVIATION
(29/07/2025)

A42-WP/471
EX/213 UNIVERSAL ACCESSIBILITY IN CIVIL AVIATION: PROPOSAL FOR A REGIONAL STRATEGY BASED ON THE EXPERIENCE OF THE DOMINICAN REPUBLIC
(29/07/2025)

A42-WP/475
EX/214 OPPORTUNITIES FOR IMPROVING THE IMPLEMENTATION OF THE PUBLIC KEY DIRECTORY (PKD) AND ELECTRONIC PASSPORTS IN BORDER CONTROLS
(29/07/2025)

A42-WP/488
EX/219 EFFORTS OF AIRCRAFT MANUFACTURERS ON MAKING AIR TRAVEL ACCESSIBLE TO PERSONS WITH DISABILITIES
(25/08/2025) *Information Paper

A42-WP/509
EX/232 PET ON BOARD: ENHANCING ANIMAL WELFARE
(28/08/2025) *Information Paper

A42-WP/526
EX/242 AVIATION ACCESSIBILITY TASK AND FINISH GROUP
(01/09/2025) *Information Paper

A42-WP/555
EX/251 ENHANCING ACCESSIBILITY IN AIR TRANSPORT FOR PERSONS WITH DISABILITIES
(12/09/2025) *Information Paper

A42-WP/563
EX/258 CHINA'S CONTINUOUS EFFORTS TO PROMOTE OPEN IMMIGRATION POLICIES: A MODEL FOR GLOBAL AIR TRAVEL FACILITATION
(13/09/2025) *Information Paper

A42-WP/564
EX/259 SHARING OF CHINA'S NATIONAL AIR TRANSPORT FACILITATION
(13/09/2025) *Information Paper

A42-WP/680
EX/295 DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 12
(28/09/2025)

Item 13: Aviation Security — Policy

A42-WP/11
EX/3 CONSOLIDATED STATEMENT ON CONTINUING ICAO POLICIES RELATED TO AVIATION SECURITY
(11/06/2025)

A42-WP/11
Revision No.1
EX/3 CONSOLIDATED STATEMENT ON CONTINUING ICAO POLICIES RELATED TO AVIATION SECURITY
(15/07/2025)

A42-WP/12
EX/4 CYBERSECURITY IN CIVIL AVIATION
(21/07/2025)

A42-WP/12
Revision No. 1
EX/4 CYBERSECURITY IN CIVIL AVIATION
(06/08/2025)

A42-WP/13
EX/5 OUTCOME OF THE HIGH-LEVEL MINISTERIAL SEGMENT OF THE ICAO SECURITY WEEK 2024 HELD IN MUSCAT, OMAN
(30/05/2025)

A42-WP/35
EX/17 ONGOING WORK RELATED TO CONFLICT ZONES AND OBLIGATIONS OF MEMBER STATES
(10/07/2025)

A42-WP/78
EX/35 FOSTERING AVIATION SECURITY THROUGH INTERNATIONAL COOPERATION, COORDINATION AND SUPPORT
(25/07/2025)

A42-WP/78
Revision No. 1
EX/35 FOSTERING AVIATION SECURITY THROUGH INTERNATIONAL COOPERATION, COORDINATION AND SUPPORT
(20/08/2025)

A42-WP/79
EX/36 ENHANCING AIR CARGO SUPPLY CHAIN SECURITY THROUGH DIGITAL TRANSFORMATION
(27/07/2025)

A42-WP/80
EX/37 CENTRALIZED SECURITY MONITORING OF AIR CARGO SUPPLY CHAINS
(27/07/2025) *Information Paper

A42-WP/86
EX/38 RESEARCH ON AND APPLICATION OF ADVANCED TECHNOLOGICAL MEANS TO REDUCE THE IMPACT OF HUMAN FACTORS
(27/07/2025)

A42-WP/100
EX/43 STREAMLINING THE AVIATION SECURITY SYSTEMS ALONG THE NEW GASEP FRAMEWORK
(28/07/2025)

A42-WP/101
EX/44 COORDINATION MECHANISMS BETWEEN CIVIL AVIATION AUTHORITY AND CYBERSECURITY AUTHORITY FOR A BETTER GOVERNANCE
(28/07/2025)

A42-WP/102
EX/45 THE NEED FOR A SUSTAINED FOCUS ON SECURITY
(29/07/2025)

A42-WP/111
EX/50 ADDRESSING EVOLVING THREATS TO CIVIL AVIATION: INNOVATION, INVESTMENT, AND WORKFORCE PROFESSIONALIZATION
(29/07/2025)

A42-WP/116
EX/53 TRAINING AND EVALUATION MANUAL FOR CANINE UNITS (K-9)
(28/07/2025) *Information Paper

A42-WP/117
EX/54 STRENGTHENING GLOBAL ACTION AGAINST UNRULY AND DISRUPTIVE PASSENGER BEHAVIOUR
(28/07/2025)

A42-WP/117
Revision No.1
EX/54 STRENGTHENING GLOBAL ACTION AGAINST UNRULY AND DISRUPTIVE PASSENGER BEHAVIOUR
(09/09/2025)

A42-WP/118
EX/55 THE BRAZILIAN AVIATION SECURITY TEAM (BASSET) AND ITS ALIGNMENT WITH GASEP
(29/07/2025)

A42-WP/119
EX/56 PRIORITIZATION OF AVIATION SECURITY WORK IN ICAO AND THE DEVELOPMENT OF MULTI-YEAR AVIATION SECURITY OBJECTIVES
(29/07/2025)

A42-WP/120
EX/57
CONFLICT ZONES: WORK PROGRESS AND NEXT STEPS
(29/07/2025)

A42-WP/124
EX/60
HOLISTIC APPROACH TO AVIATION CYBERSECURITY: FROM CONCEPT TO REALITY
(29/07/2025)

A42-WP/165
EX/83
STRENGTHENING GOVERNANCE AND MANAGEMENT OF DIGITAL AND CYBERSECURITY THREATS TO CIVIL AVIATION
(24/07/2025)

A42-WP/198
EX/90
IMPLEMENTATION OF A NATIONAL ACCREDITATION AND CERTIFICATION PROGRAMME FOR CIVIL AVIATION SECURITY (PNACSAC)
(28/07/2025)

A42-WP/199
EX/91
ESTABLISHING GLOBAL POLICY FRAMEWORK FOR AI-BASED FUNCTION CERTIFICATION IN AVIATION SECURITY EQUIPMENT
(29/07/2025)

A42-WP/200
EX/92
ADVANCED AIR MOBILITY AND ITS RISKS TO AVIATION SECURITY
(31/07/2025)

A42-WP/201
EX/93
SUPPORTING STATES IN CONFLICT ZONES TO RESTORE INTERNATIONAL AIR CONNECTIVITY: EGYPT'S COOPERATIVE INITIATIVES IN AVIATION SECURITY
(29/07/2025)

A42-WP/233
EX/99
STRENGTHENING AVIATION SECURITY EQUIPMENT TESTING AND CERTIFICATION PROCESSES
(31/07/2025)

A42-WP/233
Revision No. 1
EX/99
STRENGTHENING AVIATION SECURITY EQUIPMENT TESTING AND CERTIFICATION PROCESSES
(19/08/2025)

A42-WP/239
EX/101
UNILATERAL IMPLEMENTATION OF OSS BY PANAMA – LESSONS LEARNED
(29/07/2025)

A42-WP/239
Revision No.1
EX/101
UNILATERAL IMPLEMENTATION OF OSS BY PANAMA – LESSONS LEARNED
(22/08/2025)

A42-WP/240
EX/102
CONTINGENCY PLANS AND CYBER EXERCISES AS MEANS OF INCREASING RESILIENCE TO CYBER THREATS
(29/07/2025)

A42-WP/241
EX/103
INDUSTRY INITIATIVES FOR IMPROVING THE REGULARITY, THE EFFICIENCY AND ECONOMIC BENEFITS WHEN IMPLEMENTING THE SECURITY STANDARDS CONTAINED IN ANNEX 17
(01/08/2025)

A42-WP/324
EX/138
CURRENT PRACTICES AND IMPROVEMENTS IN CYBERSECURITY FOR INTERNATIONAL CIVIL AVIATION
(25/07/2025)

A42-WP/369
EX/154 AVIATION CYBERSECURITY STRATEGY UNDER A COLLABORATIVE WORK PLAN FOR THE PROTECTION OF CIVIL AVIATION
(29/07/2025)

A42-WP/370
EX/155 INITIATIVE FOR THE STRENGTHENING OF AVIATION SECURITY AND MEASURES APPLICABLE IN DOMESTIC CIVIL AVIATION OPERATIONS
(25/07/2025)

A42-WP/371
EX/156 NEED TO STRENGTHEN HUMAN FACTOR AND CYBERSECURITY MANAGEMENT MEASURES IN AVIATION SECURITY
(28/07/2025)

A42-WP/398
EX/175 LEVERAGING OMAN'S STRATEGIC LOCATION TO COOPERATE IN PROMOTING GLOBAL CIVIL AVIATION SECURITY SYSTEM
(21/07/2025)

A42-WP/419
EX/185 TRANSFORMATIVE POTENTIAL OF ARTIFICIAL INTELLIGENCE (AI) IN AVIATION SECURITY (AVSEC)
(29/07/2025)

A42-WP/438
EX/195 CYBERSECURITY GOVERNANCE IN THE CIVIL AVIATION SECTOR AND PRESENTATION OF THE SULTANATE OF OMAN'S EXPERIENCE IN THE UNIVERSAL SECURITY AUDIT PROGRAMME- CONTINUOUS MONITORING APPROACH (USAP-CMA)
(29/07/2025)

A42-WP/438
Revision No.1
EX/195 CYBERSECURITY GOVERNANCE IN THE CIVIL AVIATION SECTOR AND PRESENTATION OF THE SULTANATE OF OMAN'S EXPERIENCE IN THE UNIVERSAL SECURITY AUDIT PROGRAMME- CONTINUOUS MONITORING APPROACH (USAP-CMA)
(22/08/2025)

A42-WP/453
EX/204 CREATION OF REGIONAL AVIATION CYBERSECURITY GROUPS IN THE REGIONAL OFFICES OF THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)
(29/07/2025)

A42-WP/454
EX/205 JOINING EFFORTS TO MITIGATE RISKS ASSOCIATED WITH THE MALICIOUS USE OF AIRSPACE INVOLVING UNMANNED AIRCRAFT SYSTEMS
(29/07/2025)

A42-WP/470
EX/212 IMPLEMENTATION OF SIGESA AND AVSEC CORE IN THE PLURINATIONAL STATE OF BOLIVIA – OUTCOMES
(29/07/2025)

A42-WP/482
EX/217 INTEGRATION OF UNMANNED AIRCRAFT SYSTEMS (UAS) INTO AVIATION SECURITY FRAMEWORKS
(29/07/2025)

A42-WP/498
EX/224 STRENGTHENING CYBERSECURITY RESILIENCE IN CNS-ATM SYSTEMS
(28/08/2025) *Information Paper

A42-WP/513
EX/235 ADDITIONAL GUIDANCE ON THE DETERMINATION OF HIGH-RISK CARGO AND MAIL
(28/08/2025) *Information Paper

A42-WP/515
EX/237 DEVELOPMENT OF A COMPREHENSIVE RISK ASSESSMENT MANUAL FOR AVIATION SECURITY PURPOSE
(28/08/2025) *Information Paper

A42-WP/516
EX/238 AvSecID SYSTEM: A HOLISTIC APPROACH TO AIRPORT IDENTIFICATION MANAGEMENT
(28/08/2025) *Information Paper

A42-WP/551
EX/248 IMPLEMENTATION OF ARTIFICIAL INTELLIGENCE-BASED CCTV SYSTEMS TO ENHANCE SECURITY AND ENSURE RAPID RESPONSE AT AIRPORTS MANAGING OVER ONE MILLION PASSENGERS PER YEAR
(11/09/2025) *Information Paper

A42-WP/561
EX/256 ENHANCING AVIATION SECURITY INSPECTOR COMPETENCY IN SECURITY EQUIPMENT: THE REPUBLIC OF KOREA'S EXPERIENCE & BEST PRACTICES
(12/09/2025) *Information Paper

A42-WP/562
EX/257 MESURES PRISES PAR LE CAMEROUN POUR RENFORCER LA PROTECTION DES AÉRODROMES CONTRE LA MENACE MANPADS
(12/09/2025) *Information Paper

A42-WP/580
EX/267 MINIMUM DETECTION SETTINGS FOR SECURITY SCREENING EQUIPMENT WITH REGARD TO EXPLOSIVES DETECTION: THE NEED FOR ICAO GUIDELINES
(12/09/2025) *Information Paper

A42-WP/584
EX/268 GOOD PRACTICES IN PREVENTING AND MANAGING UNRULY AND DISRUPTIVE PASSENGERS (UPAX)
(12/09/2025) *Information Paper

A42-WP/586
EX/270 AVIATION SECURITY CAPACITY BUILDING THROUGH THE CASE I AND CASE II PROJECTS, AND FUTURE PERSPECTIVES
(13/09/2025) *Information Paper

A42-WP/645
EX/281 DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 13
(29/09/2025)

A42-WP/667
EX/292 INDUSTRY INITIATIVE TO ADOPT CYBERSECURITY RECOGNITION ARRANGEMENTS
(12/09/2025) *Information Paper

Item 14: Audit Programmes – Continuous Monitoring Approach

A42-WP/4
EX/1 IMPLEMENTATION OF THE ICAO CONTINUOUS MONITORING APPROACH (CMA) SAFETY AND SECURITY AUDIT PROGRAMMES
(10/04/2025)

A42-WP/5
EX/2 EVOLUTION OF THE UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP) CONTINUOUS MONITORING APPROACH (CMA)
(03/04/2025)

A42-WP/68
EX/30 POSSIBILITY OF ENHANCING THE USOAP CMA REPORTING, CONSIDERING THE SIZE AND COMPLEXITY OF AVIATION ACTIVITIES IN THE STATE
(30/07/2025)

A42-WP/69
EX/31 SAFETY DATA AND INFORMATION FROM EXTERNAL STAKEHOLDERS IN SUPPORT OF USOAP CMA
(25/07/2025)

A42-WP/97
EX/42 PROPOSAL TO RECOGNIZE DANGEROUS GOODS AUDITORS WITHIN THE ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP) CONTINUOUS MONITORING APPROACH (CMA) AND ICAO COORDINATED VALIDATION MISSION (ICVM) FRAMEWORK
(01/08/2025)

A42-WP/265
EX/114 LEGAL OVERSIGHT IN ICAO AUDITS: ENHANCING EFFECTIVENESS THROUGH LEGAL EXPERTISE WITH AVIATION LAW BACKGROUND
(29/07/2025)

A42-WP/315
EX/133 A GREATER PERFORMANCE- AND RISK-BASED APPROACH TO ICAO AUDIT PROGRAMMES
(28/07/2025)

A42-WP/373
EX/158 INDUSTRY ASSESSMENT PROGRAMS
(01/08/2025) *Information Paper

A42-WP/376
EX/160 DRIVING THE CONTINUED IMPROVEMENT OF THE ICAO USOAP CMA – ACCELERATING IMPLEMENTATION OF PROGRAM ENHANCEMENTS
(28/07/2025)

A42-WP/388
EX/167 SHARING OF INSIGHTS FROM THE USOAP AND SSP-IA PROGRAMMES TO EVOLVE ICAO SARPs
(29/07/2025)

A42-WP/429
EX/189 ADOPTING A COMPLIANCE MONITORING APPROACH IN PREPARING FOR ICAO AUDITS
(24/07/2025)

A42-WP/436
EX/193 REVIEW OF THE SCOPE OF ANNEX 9 — FACILITATION UNDER THE ICAO USOAP CMA FRAMEWORK
(29/07/2025)

A42-WP/436
Revision No.1
EX/193 REVIEW OF THE SCOPE OF ANNEX 9 — FACILITATION UNDER THE ICAO USOAP CMA FRAMEWORK
(08/09/2025)

A42-WP/437
EX/194 ICAO POLICIES AND PROCEDURES FOR ASSIGNING THE SIGNIFICANT SAFETY CONCERN STATUS (SSC)
(29/07/2025)

A42-WP/437
Revision No.1
EX/194 ICAO POLICIES AND PROCEDURES FOR ASSIGNING THE SIGNIFICANT SAFETY CONCERN STATUS (SSC)
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