

ASSEMBLY 42nd SESSION

Montréal, 23 September–3 October 2025

PLENARY MEETINGS

Minutes



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

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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INTERNATIONAL CIVIL AVIATION ORGANIZATION

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SCHEDULE OF ITEMS DISCUSSED BY THE PLENARY MEETINGS

Item	September						October		
	23 AM 1, 2, 3, 4, 5	23 PM 3, 6, 7, 8	24 AM 9, 8	24 PM 8	27 AM 5, 8	30 PM 5, 8	1 PM 9	2 PM 9	3 AM 9
1. Opening of the Session by the President of the Council	X								
Presentation of Council President Certificates (CPCs)	X								
Presentation of the Edward Warner Award	X								
2. Approval of the Agenda	X								
3. Establishment of Committees and Commissions	X	X							
4. Reference of subjects to Committees and Commissions	X								
5. Election of Member States to be represented on the Council	X				X	X			
6. Election of the President of the Assembly		X							
7. Election of the four Vice-Presidents of the Assembly and Chairpersons of Commissions		X							
8. Statements by delegations of Member States		X	X	X	X	X			
9. Reports by Committees and Commissions of the Assembly and action thereon - Credentials Committee - Executive Committee - Technical Commission - Economic Commission - Legal Commission - Administrative Commission			X				X	X	X
Delegation of authority to the President of the Assembly for the approval of minutes of the Plenary									X

Minutes of the First Meeting

(Tuesday, 23 September 2025 at 1000 hours)

SUBJECTS DISCUSSED

1. Agenda Item 1: Opening of the Session by the President of the Council
 - Address by Ms. Ericka Alneus, Member of the Executive Committee, City of Montréal
 - Address by Mr. Christopher Skeete, Minister of International Relations and La Francophonie of Québec
 - Address by The Honourable Steven MacKinnon, Minister of Transport and Leader of the Government in the House of Commons of Canada
2. Presentation of *Council President Certificates* (CPCs) to recipient States
3. Presentation of the Edward Warner Award
4. Agenda Item 2: Approval of the Agenda
5. Agenda Item 3: Establishment of Committees and Commissions
 - Establishment of the Credentials, Executive and Coordinating Committees, and the Technical, Legal, Economic and Administrative Commissions
6. Agenda Item 4: Reference of subjects to Committees and Commissions
7. Agenda Item 5: Election of Member States to be represented on the Council
 - Maximum number of Member States to be elected in each part of the election and deadline for notification

SUMMARY OF DISCUSSIONS

Agenda Item 1: Opening of the Session by the President of the Council

1. The President of the Council, Mr. Salvatore Sciacchitano, as Temporary President of the Assembly, declared the 42nd Session of the Assembly open and delivered the following statement:

“It is my great honour and privilege to declare open the 42nd Session of the ICAO Assembly.

“On behalf of the ICAO Council and of the ICAO Secretary General, Mr. Juan Carlos Salazar, I wish to welcome the many Honourable Ministers, Dignitaries, Directors General of Civil Aviation, and indeed all delegates participating in this Assembly. I also wish to extend a very warm welcome to our three Dignitary guests:

Madame Ericka Alneus, member of the Executive Committee of the City of Montréal;

Mr. Christopher Skeete, Minister of International Relations, La Francophonie of Québec; and

the Honourable Steven MacKinnon, Minister of Transport and Leader of the Government in the House of Commons of Canada.

“It is also a huge pleasure to welcome here today the Representatives of the United Nations sister organizations, regional aviation commissions, aviation industry organizations, non-governmental organizations, and many other entities from around the world with shared interests in our sector.

“We gather here at a decisive moment, a moment that will define our flight path for the future.

“I wish to begin by addressing the state of global aviation.

“As air transport returns to its long-term goal trend, traffic levels have returned to those of 2019, in fewer than three years after restrictions began to ease. That recovery is a clear achievement; it shows the resilience of our sector, the resilience of the demand of air connectivity, and foreshadows the urgency of the decisions before us.

“We have a responsibility of setting the direction of international civil aviation through to the middle of this century and beyond. The world is watching, and future generations will live with the legacy we create here, and you have seen today the future generations with us. In the coming days, we will be making pivotal contributions to aviation’s remarkable story.

“Slightly over 40 years after the signing of the Chicago Convention, I refer to 1985, aviation passed the 1 billion-passenger milestone. But it would take less than two decades for that figure to double again, with 2 billion passengers transported in 2004. Two decades later, this number had more than doubled again to 4.6 billion, and by 2050 we forecast a potential 12.4 billion passengers each year. Air cargo will grow as well; from 265 billion freight tonne-kilometres today, to 638 billion by mid-century.

“These statistics reflect more business reaching global markets and more economic opportunities reaching remote communities. They reflect more families and friends being reunited across continents, and more opportunities for future generations to venture out into the world. They

reflect the fact that connections are lifelines, and that aviation is a crucial enabler of socioeconomic development. We have long known this.

“The Chicago Convention has mandated us to continue leveraging aviation as a catalyst for peace and prosperity among nations and peoples. The Convention highlights that agreement among nations is equally key to developing aviation in a safe and orderly manner. It also calls for air transport services established on the basis of equality of opportunity, and operated soundly and economically. That purpose will become even more important as aviation continues to grow and change over the coming decades.

“Now, this Assembly must decide how to encourage that growth and the transformation in ways that are safe, secure, sustainable, fair, and inclusive. The state of global aviation compels us to recognize the challenges are clear and serious. A system currently built to serve 4.6 billion passengers will not accommodate three times that number unless we ensure its transformation. This includes strengthening oversight, modernizing physical and regulatory infrastructure, and harmonizing implementation of ICAO Standards.

“Against this backdrop, we must also accelerate the momentum towards the aspirational long-term goal of net-zero carbon emissions by 2050, an historic agreement reached at the last Session of the Assembly just three years ago in this Assembly Hall. Achieving this goal requires dramatic progress. Fuels, technologies and operations, new aircraft systems, highly automated operations, drones, and commercial space flights will help being part of the solution to these challenges. But while they bring benefits, their integration will also present new challenges for safety and capacity.

“Meanwhile, longstanding gaps in infrastructure, finance, and training, remain across our system. These are most acutely felt in developing States, in landlocked countries, and Small Island States. If these gaps are not addressed, growth will end up deepening differences instead of reducing them.

“Finally, our Standards and the international law framework must keep pace with the technology and markets. If they lag behind, fragmentation and insufficiency will weaken aviation’s benefits.

“These challenges must be addressed urgently. This Assembly must create constructive dialogue and adopt Resolutions that allow ICAO to act. Our legacy will be measured by the decisions we make.

“The state of global aviation today is defined by both challenges and opportunities. The ICAO long-term Strategic Plan for 2050 reaffirms our framework for action. The plan defines three essential aspirations: eliminating fatalities; achieving net-zero carbon emissions; and ensuring aviation serves everyone everywhere.

“It includes six goals to structure and drive progress towards that vision.

“The first goal is to assure that every flight is both safe and secure; that means that continuous improvement on safety and security will remain the foundation of everything we do.

“The second goal focuses on environmental responsibility, setting a course for aviation to become environmentally sustainable and to contribute meaningfully to the fight against climate change.

“The third goal affirms that no country should be left behind, placing equity and inclusion at the heart of our global efforts. I want to underscore that No Country Left Behind is no longer a simple ICAO initiative but is now a goal of our Strategic Plan.

“Fourth, it is equally important that air transport contributes to prosperity and well-being, enabling growth and opportunities for people in all regions of the world.

“The fifth goal calls for aviation to offer seamless, reliable, and accessible mobility, so that people and goods can move efficiently regardless of where they are.

“Finally, the sixth goal is to assure that the international law framework remains responsive and effective, evolving steps with the technological advances and changing needs for our sectors.

“To achieve these goals, the plan identified key enablers that include continuous improvement, innovation, digital transformation, capacity building, eliminating barriers to participation of women, partnerships and resource mobilization.

“ICAO is uniquely positioned to fulfil this vision, but ICAO can only succeed if this Assembly gives clear guidance. That guidance must come from dialogue and consensus with Resolutions that give ICAO the authority and resources to act. We have an opportunity to build on the momentum achieved since the last Assembly and continuing in the direction in which the Organization has been moving.

“From an organizational perspective, for example, we have proceeded in line with my modernization agenda for governance, making accountability and transparency central to decision-making and with operational enhancements in line with transformation objectives supported by you at the last Assembly.

“We have made the Council working methods more efficient and responsive, and we have improved our internal working environment, encouraging better communication and openness. We have made progress in the reforms implemented over these recent years and provided solely the foundation for more improvement. Our progress proves that ICAO can adapt, can modernize, and can deliver.

“Together for ICAO, we have promoted innovation and to work more closely with the industry, addressing also a new mode of transportation, advanced air mobility, understanding that regulation and partnership must go together.

“We also renew our commitment to the principle of No Country Left Behind, as I just said, with the crucial, and I would say, historical reorganization of the assistance implementation support to States most in need.

“We continue to strengthen global aviation safety by focusing our technical activities on high-risk categories of occurrences, expanding training and improving capacity, as needed by States.

“We have advanced aviation cybersecurity and risk management with the launch of the updated Global Aviation Security Plan, a new cybersecurity guidance.

“In the cost context of a tense global geopolitical climate, our crisis preparedness and response frameworks are also stronger, with new Contingency Condition Coordination Teams and a revised risk assessment manual for flights over conflict zones.

“In protecting the environment, ICAO has led the industry toward net-zero carbon emissions by 2050. Additionally, for the first time ever, ICAO has established a workstream regarding investments in sustainable aviation fuels, and low carbon aviation fuels, thanks to the operationalization of the Finvest Hub project.

“I would like also to highlight that ICAO is working closely with the United Nations bodies on climate change and plastic pollutions and biodiversity.

“In addition to our environmental progress, ICAO also helped drive economic vitality.

“We continue supporting air transport liberalization and supplying States on market access and investment in addressing the needs of landlocked developing countries to support connectivity and economic growth.

“Work force development advanced through the next generation of aviation professionals programmes, workshops, and the new global aviation education programme add elements to that.

“To ensure aviation is seamless, reliable, and accessible for cargo and people, ICAO has been modernizing its facilitation Standards.

“ICAO launched the digital travel credentials and improved the ICAO Public Key Directory supporting a secure and efficient modern management. Training on travel identification, accessibility, and facilitation, has reached hundreds of States and stakeholders.

“It is also important for me to highlight that we have enhanced guidance to prevent trafficking in persons, and to support the victims of accidents and their families.

“Finally, ICAO’s work to keep international law responsive and effective, promoting the ratification and implementation of key treaties through outreach seminars and legal training.

“Distinguished Delegates,

“These are but a few of ICAO’s activities and achievements over the last triennium. Now, a new chapter for aviation is commencing with this 42nd Session of the ICAO Assembly.

“Your decisions and outcomes here will not solely impact the next three years until the 43rd Session. Rather, your discussions and Resolutions over the course of the next two weeks will provide strategic direction for aviation’s development over the coming decades.

“The world is asking, how will we make aviation safer? How will we make it cleaner? How will we make it accessible to everyone? We hear new voices demanding a change. We have the plan, we have the tools, now we need resolve.

“Through cooperation and consensus, zero fatalities is achievable; net-zero carbon emissions is achievable; and inclusive growth is achievable. What does this flight path for the future look like for your State?

“Well, given that this is my last Assembly as the President of the ICAO Council, at the conclusion of an incredible six-year journey, it is my profound hope that this vision shapes your deliberations in the days ahead, and when you return to your State, to take the decision that will continue to shape the future of aviation for the next generation.

“Distinguished Delegates,

“The skies we shape here today will define the opportunities aviation offers the world for future generations. Let this Assembly be remembered for defining aviation in the 21st century.”

Address by Ms. Ericka Alneus, Member of the Executive Committee of the City of Montréal

2. “It is a pleasure and with great pride that I extend to you a warm welcome to Montréal on behalf of its Mayor, Valérie Plante. It is an honour again to welcome you to this city for the opening of the 42nd Session of the Assembly of the International Civil Aviation Organization.

“We are especially happy because 2024 marked the 80th birthday of ICAO, an historic moment which allowed us to stress the vital role of the Organization in the global governance of civil aviation. The city indeed marked this anniversary with the declaration adopted by the Municipal Council in November 2024, while celebrating this milestone at the City Hall in March of this year.

“As a major international organization, ICAO, since 1946, has been contributing to the economic upswing of Montréal and the worldwide renown of the city, and it is thanks to ICAO that Montréal has gained a footing as the global capital of the aeronautical industry. We are therefore proud to recall the importance this Organization has had, and continues to have, for the metropolis of Québec and for the aerospace system and for the sustainable future for each and every one of us.

“The power of attraction of ICAO has let several other renowned international organizations to also choose Montréal as the location for their operations. Last week, we officially launched the UN Habitat Canada Office in Montréal. This new office is part of Montréal’s long tradition of hosting UN institutions. It marks the sixth United Nations office to be established in our city, following ICAO, the Secretariat of the Convention on Biological Diversity, the United Nations Refugee Agency, the UNESCO Institute for Statistics, and the Multilateral Fund for the Implementation of the Montréal Protocol.

“The fact remains that ICAO is the largest and most influential of the nearly 70 international organizations based in Montréal. It embodies the spirit of multilateral cooperation that makes our city a strategic hub in many respects, particularly with regard to aviation safety and sustainability policies.

“The ICAO has the major economic impact in Montréal, creating skilled jobs, attracting talent, and stimulating innovation. It has also strengthened our diplomatic position by promoting exchange and partnership with Member States and stakeholders in the aviation sector.

“The theme of this 42nd Session, “Safe Skies, Sustainable Future”, perfectly reflects the challenges of our time, challenges which we attach the greatest importance to here in Montréal through various commitments and measures.

“Safety and sustainability are not competing objectives, but two pillars that dovetail in responsible and resilient aviation, and I am convinced this Assembly will be a driver of ambition, cooperation, and solutions of the future.

“Montréal is proud to welcome you and to support your work as it has been doing for more than 80 years now, so I wish you fruitful exchanges of views and an inspiring stay in a vibrant, innovative, and welcoming metropolis – it is a grandiose city, but at the same time an intimate one.”

3. On behalf of the delegates and participants of the Assembly, the President of the Council sincerely thanked Ms. Alneus for the hospitality which her city had shown them since their arrival. He also took the opportunity to highlight how much the ongoing support of her administration and the local community was valued in making members of the ICAO Secretariat, Council and National Representatives feel at home during their stay in Montréal.

Address by Mr. Christopher Skeete, Minister of International Relations and La Francophonie of Québec

4. “I am very happy to be with you today and I have the honour, on behalf of the Premier Francois Legault, to wish you welcome to Québec.

“I would like to extend my greeting to all the Representatives of the 193 Member States participating at the 42nd Assembly of ICAO. We are honoured to once again receive the global civil aviation community here in Québec.

“The presence of ICAO in Montréal is at the core of our priorities. It is a major diplomatic and economic driver for Québec, and it goes to show our commitment toward multilateralism. The presence of ICAO, together with other international civil aviation organizations, and I would like to welcome them here this morning as well, consolidates our position as world capital of aviation.

“For decades, ICAO has been a part of Montréal’s DNA. It is stamped on the identity of this city to the point that we even have a metro station named after ICAO. ICAO has been able to put down roots in our city thanks to our proactive policy of welcoming international organizations and offering favourable conditions for ICAO to develop and continue its mandate.

“ICAO’s presence in Montréal is also possible thanks to longstanding financial support covering a portion of office rental costs, and I am happy to announce today that the Government of Québec will be giving a subsidy of over CAD 35 million to ICAO to allow it to pursue its mandate in Montréal until 2041-42 and long thereafter.

“This new understanding further consolidates Montréal’s role as a global civil aviation capital. Indeed, if Montréal is today considered as the global civil aviation capital, it is largely thanks to ICAO and the entire ecosystem that has grown up around it. Our conglomeration attracts not only high-level specialists in air transport regulation and airport operations, but also world leaders in aerospace as the third biggest global aviation hub after Toulouse and Seattle.

“Montréal welcomes flagship enterprises, such as Bombardier, CAE, Pratt and Whitney, Bell Helicopter-Textron, not to mention the hundreds of small and medium-sized enterprises and research institutes gravitating around the sector. The sector, which goes from research to production, will grow even more thanks to our global-calibre innovation zone, “Espace AERO”, which has been established in Mirabel, Longueuil, and Montréal.

“This pool of expertise is a formidable asset in support of ICAO in its job of making civil aviation safer, more efficient, and more sustainable for future generations. We want to benefit from these advantages and continue supporting our industry and enhance the attractiveness of Québec, and we have the ambition of being a leader in aviation decarbonisation and autonomous flight, which are undeniably two strategic fields for the future.

“2024 marked the 80th anniversary of the Chicago Convention, and this event was commemorated with a reception at the National Assembly of Québec, presided by the Premier. It was an occasion to pay tribute to the visionary men and women who have contributed to ICAO’s mission, but it also highlighted the perseverance and ongoing commitment of the international civil aviation community to bring peoples together through multilateralism.

“This is an institution that is dear to our hearts, and we have been honoured to have it on our soil since 1947. Its mandate today is as essential as it was when it was created.

“As you can see, the field of aviation and Québec are bound together. We share with ICAO its fundamental goals, as well as shared priorities. Our bond is very strong and solid. Synergy among civil aviation organizations and industry actors offers unrivalled potential, this is why we are working to ensure that Montréal forever remains the point of global convergence where Québec expertise and the major international institutions come together, and where innovation helps shape the standards of tomorrow. This is why our government is taking concrete action to preserve these ties.

“I have said it before and I say it again, this is ICAO’s home, and it will always be welcome. Our government will always be a strong, committed ally ready to work with conviction in the spirit of cooperation.

“I hope that the discussions of the 42nd Assembly will allow ICAO to take off into the future, always at the service of humanity.

“I wish you, in conclusion, an excellent 42nd Assembly with fruitful exchanges.”

5. The President of the Council expressed sincere appreciation to the Government and the people of Québec for the administrative assistance and financial support which had been provided for more than eight decades and reaffirmed that morning. He noted that this overwhelming support, coupled with the continued cordial relations with government officials, enhanced the Organization’s ability to better serve the international aviation community.

Address by The Honourable Steven MacKinnon, Minister of Transport and Leader of the Government in the House of Commons of Canada

6. “It is my honour to welcome you, on behalf of Prime Minister Mark Carney, who is at the United Nations this week and sends along his greetings, to ICAO’s 42nd Assembly, and of course to this beautiful city of Montréal.

“You’ve arrived here just in time for hockey season to begin.

“This city, this province, and our country share a unique and longstanding connection with ICAO, which has been discussed. For more than 80 years, Montréal has been proudly fulfilling its role as the global capital of aviation, and ICAO has become the indispensable global forum for cooperation in our sector.

“Aviation is not only about connecting people and cultures. It is one of the most powerful engines of economic growth. The work of ICAO is central not only to connecting our countries, but our prosperity as well.

“And today as we are seated in this Assembly Hall, I wish to reflect on two pillars which will guide our common success: cooperation and innovation. These pillars will allow us to rise to the challenges and to seize the opportunities which emerge in this rapidly evolving field.

“Firstly, cooperation. ICAO exists because our nations believe in the power of collaboration. For over 80 years, ICAO’s convening power has fostered the safe and orderly development of civil aviation, allowing passengers to travel safely and securely, while facilitating the global flow of goods. That flow of goods is the lifeblood of today’s global economy. Air cargo helps keep supply chains functioning, and without ICAO’s framework of cooperation, this economic lifeline would not be possible.

“Gathering together 193 Member States to cooperate and share their airspace is no mean feat, but it is also the greatest strength of ICAO. Your presence here today and your commitment over the next two weeks fully embody our common vision and are the living proof of it; that of a system

of safe, secure, and sustainable international civil aviation, connecting the world for the benefit of all nations and all people.

“The commitment you bring to our shared endeavour is paramount. It is only through the sharing of our expertise, our perspectives, and our experiences that we can ensure that No Country is Left Behind.

“And for innovation, it is of course through innovation that we will meet the challenges and seize the opportunities that arise in this rapidly evolving field. Innovation keeps this industry competitive. Smarter technologies and sustainable fuels are not only about safety and sustainability but about keeping aviation affordable and efficient. Innovation, identified as a high priority in ICAO’s Strategic Plan, is the key to meeting the challenges we are facing. That includes everything, such as ensuring secure and orderly integration of new entrants, responding to cybersecurity-related challenges, and mitigating the risks involved in operations in or near conflict zones.

“Our shared commitment to innovation will allow us to transform the aspirations of ICAO’s Strategic Plan 2026-2050 into reality. While ensuring that every flight is safe and secure will always be our top priority, we are also working to respond to the growing and justifiable expectations from travellers who insist on an improved experience. This includes things like making international aviation more accessible to persons with disabilities, as well as making aviation more sustainable.

“Thanks to the historic Resolution adopted at our previous Assembly, the citizens of the world now expect aviation to establish the global standard in terms of decarbonization, and even if this is a source of pride, achieving it will be a real challenge especially because of the increasing demand for air transport, which will only accentuate the need to reduce the environmental impact of this industry. Together, we share the responsibility for accelerating the development and adoption of new technologies and creating conditions conducive to the use of new and sustainable fuels.

“In closing, while cooperation and innovation will drive our progress, what makes all this possible, the very foundation of our work, are the rules and standards that we collectively build and uphold.

“The development and continuous implementation of Standards and Recommended Practices of ICAO are made possible thanks to the expertise of the specialists who contribute their guidance, to the leadership of industry partners who foster innovation, to the dedication of ICAO staff supporting its work, the governance of the ICAO Council, and first and foremost, to the commitment of the Member States whose contributions continue to shape global aviation.

“As the proud host of ICAO, Canada is steadfast in our commitment to a strong, rules-based international order that underpins global aviation. We will always champion the highest standards of safety and security, while ensuring aviation remains a bridge that connects peoples, cultures, and economies across all Member States. Together, we can build a resilient, inclusive, and sustainable future for international civil aviation. And in doing so, we can ensure that aviation continues to be a driver of economic growth, prosperity, and opportunity.

“Colleagues, for 80 years, ICAO has been proof that when nations cooperate and innovate, we can achieve remarkable progress. So, on behalf of the Government of Canada, I thank you for your commitment, your expertise and your dedication. Let me also say, Canadians are incredibly proud to welcome you and to host this Organization right here in the heart of Montréal.

“Your contribution is essential if we are to transform our common goals into tangible results and provide guidance for the work of the Council over the next three years. Thank you very much for your welcome and enjoy your stay in Montréal and in Canada.”

7. The President of the Council extended to the Minister of Transport the deep appreciation of ICAO for having graciously hosted the Organization for 80 years, and of the international community and the United Nations system for the unfailing commitment of Canada to ICAO and its mandate for the safe and orderly development of international civil aviation. On a more personal note, realizing that this was the first public speech by Minister MacKinnon following his recent appointment, the President remarked that it was an honour to have it dedicated to the 42nd Session of the ICAO Assembly.

Presentation of Council President Certificates (CPCs) to recipient States

8. It was recalled that the ICAO *Council President Certificates* (CPCs) had been established to enhance the *No Country Left Behind* (NCLB) initiative. The CPCs recognized States from each ICAO region which had made significant progress in resolving their safety and security deficiencies, and in improving the effective implementation of the related ICAO Standards and Recommended Practices (SARPs). The eligibility criteria used for such recognition were objective and transparent and based on the results of the ICAO Universal Safety Oversight Audit Programme (USOAP) and the ICAO Universal Security Audit Programme (USAP) and continuous monitoring activities.

9. The President of the Council presented the CPCs in Aviation Safety and Security to the following fourteen selected Member States (in alphabetical order): Albania (Safety); Angola (Security); Azerbaijan (Safety); Bahrain (Security); Botswana (Safety); Cameroon (Security); India (Safety); Indonesia (Security); Kuwait (Security); Morocco (Safety); Oman (Safety); the Republic of Moldova (Security); Senegal (Safety); and Togo (Security).

Presentation of the Edward Warner Award

10. It was recalled that the Edward Warner Award was named after Dr. Edward Pearson Warner, the lead Delegate of the United States to the 1944 Chicago Conference that established ICAO. Dr. Warner was the first President of the ICAO Council during the Organization's provisional years, and continued as President from 1947 until his retirement in 1957. He was an aviation pioneer, educator in aeronautical engineering, author, scientist and statesperson. Dr. Warner came to be known as one of the leading figures who helped transform civil aviation from a fledging post-war industry into a structured and modern worldwide air transport system, based on international cooperation and consensus. Since 1959, the Award had recognized aviation's most dedicated and accomplished leaders and contributors, and was globally acknowledged as the greatest single honour that the international civil aviation community could bestow.

11. The President of the Council then presented the 44th Edward Warner Award to the Air Crash Victims Families Federation International (ACVFFI), nominated by Spain, and as decided by the Council at its 235th Session.

12. In his presentation, the President noted that in taking this decision, the Council had acknowledged the unique and outstanding role of ACVFFI to ensure that the human impact of air disasters was recognized and addressed worldwide through the establishment of international Standards and Recommended Practices, and training material for victim support and crisis management.

13. Through its advocacy, education, and international engagement, the Federation played a unique role to ensure that the voices of victims and their families were heard and their needs met with compassion and urgency in order to foster dignified and effective assistance for all victims of aircraft accidents and their families. Within ICAO, ACVFFI played a fundamental role in promoting the establishment of worldwide policies and regulations to improve safety and assistance to aircraft accident victims and their families. The Federation was also instrumental in advocating for the adoption of resolutions in support of the implementation of legislation and policies for victims of civil aviation

accidents. ACVFFI was also pivotal in establishing 20 February as the “International Day Commemorating Air Crash Victims and their Families,” the observance of which by ICAO underscored the importance of providing support to those affected by aviation tragedies.

14. In accepting the Award, the President and founding member of ACVFFI, Ms. Pilar Vera Palmés, recounted the tireless advocacy for aviation safety, victim assistance, and improvements in accident investigation protocols over the past 17 years which culminated in the publication of ICAO Documents 9998 and 9973, Annex 9 SARPS, inclusion of USOAP audits, creation and recognition of the first International Federation of the Air Crash Victims and their Families, symposia for victims assistance, and the observance of 20 February as the “International Day Commemorating Air Crash Victims and their Families,” among many other achievements; and she hoped that the credibility of the Edward Warner Award would allow for more support from States and industry towards the ACVFFI efforts. Lastly, she dedicated the Award to the memory of all of those who had perished in air accidents and their families, amongst others.

15. In turn, the Delegate of Spain congratulated the Air Crash Victims Families Federation International and its President and founder, Ms. Pilar Vera, for this well-deserved award which would serve as an incentive for the community to work even harder for this noble cause and Spain extended its gratitude in this regard as it was priority work in Spain to provide assistance to victims and their families following air crashes.

16. That for the first time the Edward Warner Award was being bestowed upon a civil society organization was of great symbolic value, in that global aviation recognized that the real protagonists in its work were the passengers, and it should never be forgotten that air safety was not just a technical objective, not just about regulation, but was a human and ethical imperative.

17. The Delegate of Spain extended his thanks to the Federation for its ongoing dedication to this work, having achieved a policy for assistance to victims and their families, regulatory reforms and better protocols for family assistance, and above all, greater awareness that aviation must be at the service of society. The development of aviation was one of the greatest human achievements: it brought together peoples, helped economies, and protected cultures, but it all rested on one pillar, which was safety. Technological advances and regulations were only meaningful if they built passenger trust and protected human life. For that reason, the awarding of this prize to ACVFFI was timely, with the new turn in the Organization. Air tragedies knew no borders, and international cooperation was the only means to improve safety and ensure that victims and their loved ones received the necessary support and respect that they deserved.

Tribute to Women in Aviation

18. In tribute to the remarkable accomplishments of women in aviation, whose pioneering spirit and inspirational stories light the path for women and girls around the world to take part in the future of aviation, a video celebrating these achievements was displayed.

Address by the Secretary General

19. “This year’s Assembly serves as a crucial moment to shape the state of global aviation and drive real change for the benefit of all nations and people. ICAO is uniting the global aviation community around a shared commitment to a safe, secure and sustainable global aviation system that connects the world, and we now have a Long-term ICAO Strategic Plan to deliver on this vision.

“It is our shared objective over the coming days of the Assembly to focus on the most pressing priority areas to achieve our Strategic Goals. The work and accomplishments of this Organization are only possible thanks to the dedication and professionalism of so many individuals: the experts of our Member States and the industry who provide the essential contributions to our work; and

the ICAO Secretariat staff. The ICAO Secretariat is the backbone of this Organization, supporting Member States, delivering programmes, providing assistance and ensuring that ICAO remains a trusted and effective global forum for cooperation and collaboration.

“And I am pleased to introduce to you now some of the colleagues who are working passionately and tirelessly every day to better serve our Member States. I want to take this opportunity to thank each and every member of the ICAO Secretariat team in delivering this Assembly. This event is a monumental undertaking, and I am well aware that so many have made valuable contributions and sacrifices to its success.

“Representing the whole body of professionals working diligently throughout the triennium, to my right, I want to recognize the Bureau Directors and other members of the senior Management Group, who have guided our operations with integrity, efficiency and deep commitment to transparency and accountability.

“To my left, I want to show appreciation to the group of Regional Directors of ICAO, who have provided outstanding leadership in advancing our strategic objectives and priorities and ensuring that ICAO continues to deliver results in every State across all regions.

“Sitting in the second row, I want to introduce the group of Deputy Directors of the Bureaus who take charge of much of the operational management and implementation of our business plan and programme activities.

“Together we have achieved the transformational objective for the improvement and modernization of the Organization during this triennium. We were mandated and we committed to deliver during this triennium, and now we are reporting on the progress that we have made. We continue to strive to serve our Member States more, better and faster, to achieve the Strategic Goal of No Country Left Behind. Through our collective work and support of these dedicated individuals and with the rest of the committed ICAO Secretariat team,

“I trust that this Assembly will guide us through the challenges and the opportunities that lay ahead.

“Distinguished Delegates,

“We have already achieved a significant milestone here at the 42nd Assembly. We count an unprecedented, record number of registered Assembly delegates, with over 3000 of you attending this Assembly and honouring us with your presence, and this will ensure that the decisions and outcomes of this historic Assembly will guide the strategic direction for aviation’s developments over the coming decades.

“In this regard, we would request your kind consideration in taking into account the space constraints in our facilities during this opening week. In particular, I would like to remind and invite members of Delegations to also benefit from remote viewing possibilities, should an on-site presence not be required.

“I want to thank you again for your kind cooperation, and we look forward to work very closely with this Assembly in delivering the guidelines for the next decades.”

Other procedural matters

20. In accordance with Rule 8 of the *Standing Rules of Procedure of the Assembly of the International Civil Aviation Organization* (Doc 7600), the President of the Council, as Temporary President of the Assembly, recalled that the President of the Council shall act as President of the

Assembly until the latter is so elected. In that regard, it was noted that the election of the President of the Assembly would be held during the 2nd meeting of the Plenary that afternoon, immediately following the presentation of the Interim Report of the Credentials Committee.

21. In addition, the Temporary President of the Assembly underscored that in-person voting was required for all types of voting, including with respect to the election of the Council. Accordingly, should a State not be represented by an in-person, accredited delegate to this 42nd Session of the Assembly who can participate in such a vote, arrangements could be made by the State to accredit another person to vote on its behalf, keeping in mind that Rule 3 of the Standing Rules of Procedure of the Assembly stipulates that no person shall represent more than one State.

Agenda Item 2: Approval of the Agenda

22. In accordance with Rule 12 of the *Standing Rules of Procedure of the Assembly of the International Civil Aviation Organization* (Doc 7600), the Plenary approved the Agenda reproduced in WP/1.

Agenda Item 3: Establishment of Committees and Commissions

23. In accordance with Rules 6 b), 14 and 18 of its Standing Rules of Procedure, the Assembly agreed to the establishment of the Credentials, Executive and Coordinating Committees, as well as the Technical, Economic, Legal and Administrative Commissions. With respect to the Credentials Committee, the Temporary President of the Assembly requested the Delegations of Australia, Greece, Jamaica, Mauritania and Zimbabwe to designate one member of their delegation to sit on the Credentials Committee, which would meet immediately following the First Plenary Meeting. The Credentials Committee would elect its own Chairperson and present an oral interim report to the Plenary at its Second Meeting.

Agenda Item 4: Reference of subjects to Committees and Commissions

24. The Plenary referred the various items in the Agenda, as presented in WP/1, to the Executive Committee and the Commissions as follows: Items 10 to 22 to the Executive Committee; Items 23 to 25 to the Technical Commission; Items 26 and 27 to the Economic Commission; Items 28 and 29 to the Legal Commission; and Items 30 to 39 to the Administrative Commission.

Agenda Item 5: Election of Member States to be represented on the Council

Deadline for notification of candidatures for the first and second parts of the Council election

25. The President of the Council, as Temporary President of the Assembly, announced that election to the Council in the first and second parts would be held during the Fifth Plenary Meeting on Saturday, 27 September 2025, at 0900 hours. The deadline for notification of candidatures, which were to be submitted in writing to the Secretary General, was set for 1145 hours on Thursday, 25 September 2025. Notifications of candidatures for election to the Council in the third part, which would be receivable only after completion of the election in the first and second parts, were to be submitted to the Secretary General during the forty-eight hour period beginning at the close of the meeting on Saturday, 27 September 2025, and ending at that time on Monday, 29 September 2025. The election to the Council in the third part would take place during the Plenary Meeting on Tuesday, 30 September 2025, at 1400 hours.

Maximum number of Member States to be elected in each part of the Council election

26. As recommended by the Council in WP/2 Revision No. 1, the Assembly established the maximum number of Member States to be represented on the Council as follows: Part One – 11 Member States; Part Two – 12 Member States; and Part Three – 13 Member States.

27. The meeting adjourned at 1145 hours.

Minutes of the Second Meeting

(Tuesday, 23 September 2025 at 1400 hours)

SUBJECTS DISCUSSED

1. Agenda Item 3: Establishment of Committees and Commissions
— Interim Report of the Credentials Committee
2. Agenda Item 6: Election of the President of the Assembly
3. Agenda Item 7: Election of the four Vice-Presidents of the Assembly and Chairpersons of Commissions
4. Agenda Item 8: Statements by delegations of Member States

SUMMARY OF DISCUSSIONS

Agenda Item 3: Establishment of Committees and Commissions

Interim Report of the Credentials Committee

1. The Chairperson of the Credentials Committee, Ambassador Dimitrios Azemopoulos (Greece), presented the oral interim report of the Committee, which was composed of members from Australia, Jamaica, Mauritania and Zimbabwe, in addition to Greece. During the Committee's first meeting, which had taken place immediately after the First Plenary Meeting, Ambassador Dimitrios Azemopoulos had been elected as the Chairperson on a nomination by the member from Australia. He indicated that at the time of the meeting, original credentials in the proper form had been received from 174 Member States, while 180 had registered delegates. Accordingly, with reference to Rule 28 of the *Standing Rules of Procedure of the Assembly of the International Civil Aviation Organization* (Doc 7600), the majority of the 193 Member States constituted a quorum for the Plenary meetings, which was established at 97. Furthermore, original credentials in the proper form had been received from 53 observer delegations, of which 67 had registered.

2. The Credentials Committee urged all States and organizations that had not yet presented proper credentials to do so as soon as possible. For the time being, in view of Rule 7 of the Standing Rules of Procedure, it recommended that the Assembly permit them to participate in its deliberations.

3. In the absence of comments, the Plenary noted the oral interim report of the Credentials Committee and agreed to its recommendation.

Agenda Item 6: Election of the President of the Assembly

4. The Delegate of South Africa, supported by the Delegates of the United Kingdom, Argentina, Singapore and Chad, nominated His Excellency, Eng. Naif Ali Al Abri (Oman) as President of the 42nd Session of the Assembly.

5. The nomination was approved by acclamation, whereupon His Excellency, Eng. Al Abri was declared elected and was invited to take his seat on the podium in his capacity as President.

6. The President of the Assembly expressed heartfelt gratitude for the honour to preside over the Assembly and recognized the vote of confidence demonstrated by the Delegates of South Africa, the United Kingdom, Argentina, Singapore and Chad for proposing his nomination and lending him their trust to serve this august body as its President.

7. The President also voiced his deep appreciation to the ICAO Council and the Secretary General for their steadfast leadership in guiding the Organization through challenging times. He also acknowledged, with immense gratitude, the support of the Sultanate of Oman, as it was through that support that he had now been entrusted with serving this Assembly and contributing to its shared global mission.

8. The President continued:

9. “Gathering at a pivotal moment for global air transport, the aviation sector has faced extraordinary challenges, from the lingering weight of the global pandemic and economic instability, to rising geopolitical tensions. Yet, the resilience of the global aviation community has prevailed, driven by collaboration, innovation, and an unwavering commitment to its shared mission to ensure the safe, secure, sustainable, and orderly development of international civil aviation”.

10. “The mission of ICAO is timeless, and resonates deeply with the legacy of the Sultanate of Oman, a nation whose ships once sailed the seas, not as vessels of conquest, but as carriers of peace, trade, and culture. They forged global connections grounded in safety and mutual respect. Today, that same spirit of building bridges and ensuring secure journeys guides the collective stewardship of the skies”.

11. He recognized that the challenges before the Assembly were complex and urgent and accelerated progress was required toward the Organization’s net-zero ambitions, harnessing the potential of digital transformation in air navigation, strengthening the safety and security frameworks in an evolving threat landscape, and ensuring the economic resilience of the industry so that no State was left behind. Above all, the global imperative of climate change must be confronted by recognizing that sustainability and equity must be at the heart of aviation’s future.

12. “Delegates are also meeting at a time when geopolitical conflicts and tensions cause long shadows across the skies. Airspace closures, sanctions, and regional instability serve as a reminder that aviation is never immune from the broader currents of world affairs. Yet, here in this Assembly, delegates were called to rise above such divides. ICAO’s unique strength lies in its neutrality and its ability to keep the world connected, even in times of turbulence. It is the duty of all to ensure that aviation continues to serve as a bridge for peace, understanding, and cooperation”.

13. “As his Majesty Sultan Haitham bin Tariq reminded the people of Oman, the world has known Oman as a proactive and influential civilization. It built rather than destroyed, and united rather than divided. This enduring legacy is one that I would be honoured to help carry forward in this forum as delegates work together to strengthen aviation’s role as a bridge between nations”.

14. In concluding, the President expressed appreciation to those who had made this Assembly possible: the ICAO Secretariat whose dedicated staff worked tirelessly behind the scenes; the interpreters who ensured delegates' voices were understood; and the members of the media who would share the Assembly deliberations with the world.

15. As President of the Assembly, he was committed to ensuring that its deliberations remained constructive, inclusive and focused on the technical and strategic imperatives before it and he urged all Delegations to approach the discussions with a spirit of compromise, flexibility, and determination.

16. "The decisions made here will shape aviation's trajectory for decades to come and they must serve not only Member States, but also the generations yet to come and I therefore propose to rise to this historic moment, by combining the wisdom of ancestors with innovations of the time, to work together to build a global aviation framework that is safer and more secure, sustainable and connected than ever before. The skies may seem boundless, yet flight is rendered impossible without a shared purpose and joint action in charting the course, navigating its path and landing safely together".

Agenda Item 7: Election of the four Vice-Presidents of the Assembly and Chairpersons of Commissions

17. The President invited nominations for the posts of Vice-President and the Delegate of Saudi Arabia, seconded by the Delegates of Canada, Brazil, Poland and Guinea, proposed the following:

First Vice-President	Mr. Leonardo Blengini (Uruguay)
Second Vice-President	Ms. Paule Avomo Assoumou Koki (Cameroon)
Third Vice-President	Dato' Captain Norazman Mahmud (Malaysia)
Fourth Vice-President	Mr. Jon Gunnar Jonsson (Iceland)

18. These nominations were accepted by acclamation.

19. In addition, as proposed by the Delegate of Mexico, seconded by the Delegates of France, India and Angola, the Assembly approved by acclamation the following nominations for Chairpersons of Commissions:

Technical Commission	Mr. Declan Fitzpatrick (Ireland)
Economic Commission	Mr. Silas Udahemuka (Rwanda)
Legal Commission	Mr. Jae Woon Lee (Republic of Korea)
Administrative Commission	Mr. Mauricio Ramírez Koppel (Colombia)

20. The President warmly congratulated the newly elected Vice-Presidents and Chairpersons of Commissions.

Agenda Item 8: Statements by delegations of Member States

21. The remainder of the meeting was devoted to Agenda Item 8 and general statements delivered by the Delegations of: the United States, China, Denmark, Nigeria, Spain, India, Iceland, Egypt, the Republic of Korea, Angola, Fiji, Saudi Arabia, Senegal, Guyana, Cameroon, the United Kingdom, Oman, the Russian Federation, Portugal and Ukraine. Statements were also made by the Observers from the European Union (EU), the African Union (AU) and the African Civil Aviation Commission (AFCAC).

22. The meeting adjourned at 1720 hours.

Minutes of the Third Meeting

(Wednesday, 24 September 2025 at 0925 hours)

SUBJECTS DISCUSSED

1. Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon
— Approval of Report from the Executive Committee on Agenda Item 10
2. Agenda Item 8: Statements by delegations of Member States

SUMMARY OF DISCUSSIONS

Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon

Approval of Report from the Executive Committee on Agenda Item 10

1. The President of the Assembly, in his capacity as Chairperson of the Executive Committee, presented the Committee's oral report on its examination of WP/40 Revision No. 1. The paper dealt with the financial aspects of the question of contributions in arrears. Revision No. 1 to WP/40 provided the status of contributions in arrears and of Member States that had their voting rights deemed suspended as at 18 September 2025.

2. The Chairperson also indicated that the Executive Committee had noted the interventions by the Delegates of Venezuela (Bolivarian Republic of) and the Russian Federation, expressing concern regarding the challenges facing Member States presently under international sanctions to meet their financial obligations to ICAO despite their willingness to do so, and urging the Secretariat and the Council to explore alternative mechanisms to allow such States to meet their financial obligations, in a manner that would not compromise the participation of Member States, or the integrity of the Organization.

3. In the absence of comments, the Plenary approved the oral report of the Executive Committee and as recommended by the latter, took the action proposed in the Executive Summary of WP/40 Revision No. 1 and noted the progress made in the collection of long-outstanding arrears.

Agenda Item 8: Statements by delegations of Member States

4. The remainder of the meeting was devoted to general statements under Agenda Item 8 delivered by the Delegations of: Singapore, Japan, Brunei Darussalam, Italy, Malaysia, Viet Nam, Brazil, Qatar, Colombia, Germany, Georgia, France and Estonia.

5. The meeting adjourned at 1045 hours.

Minutes of the Fourth Meeting

(Wednesday, 24 September 2025 at 1400 hours)

SUBJECTS DISCUSSED

1. Agenda Item 8: Statements by delegations of Member States

SUMMARY OF DISCUSSIONS

Agenda Item 8: Statements by delegations of Member States

1. The Fourth Plenary Meeting was devoted to the general statement under Agenda Item 8 delivered by the Observer from the United Nations Economic Commission for Europe (UNECE).
2. The meeting adjourned at 1410 hours.

Minutes of the Fifth Meeting

(Saturday, 27 September 2025 at 0900 hours)

SUBJECTS DISCUSSED

1. Agenda Item 5: Election of Member States to be represented on the Council
 - First and Second Parts of the election
 - Deadline for presentation of candidatures for the Third Part of the election
2. Agenda Item 8: Statements by delegations of Member States

SUMMARY OF DISCUSSIONS

Agenda Item 5: Election of Member States to be represented on the Council

First and Second Parts of the election

1. The President of the Assembly announced that the meeting had been called for the purpose of holding the first two parts of the Council election. WP/2 Revision No. 1 provided detailed background information regarding the election and Appendix B thereto reproduced Rules 54 through 61 of the *Standing Rules of Procedure of the Assembly of the International Civil Aviation Organization* (Doc 7600/8) describing the procedure under which the election would take place. For the purposes of the vote and in accordance with Rule 43 of the Standing Rules of Procedure, each Contracting State represented by an accredited delegation would be entitled to one vote; and in accordance with Rule 60, to be elected a member of the Council, a Contracting State must receive the affirmative vote of a majority of the total number of Contracting States voting. It was recalled that the Assembly had decided at its First Plenary Meeting on 23 September 2025 that a maximum of 11 Member States would be elected under Part One and a maximum of 12 Member States under Part Two.

2. The names of the Member States which had submitted their candidatures under the first two parts of the Council election were set forth in the Secretary General's memorandum dated 25 September 2025.

3. It was noted that following a request by the Council, the Secretariat had engaged an external service provider to conduct an independent review to certify the security, accuracy and confidentiality of the electronic voting system, and based on the preliminary audit of the process and the system, the external service provider had advised that the controls and processes were in place to ensure a secure and confidential voting session for the 42nd Assembly; and that the audit reports generated by the electronic voting system for the above-mentioned first two parts of the Council election would be sent directly to the Auditors.

Oral report by the Chairperson of the Credentials Committee

4. Before proceeding to the vote, the Chairperson of the Credentials Committee, Ambassador Dimitrios Azemopoulos (Greece), presented an updated oral interim report of the Committee indicating that, at the time of the Committee's third meeting that morning, original credentials in the proper form had been received from 191 Member States which was an unprecedented level of representation. However, in accordance with WP/40 Revision No. 1, Addendum No. 1, six of the Member States were in arrears as at 26 September 2025 and had their voting rights suspended in the Assembly. Accordingly, 185 Member States were eligible to vote in the election, which the Plenary noted without comment.

5. After an overview of the election procedures to be followed for the first two parts of the Council election, as well as a short video presentation given by the Secretariat of the electronic voting system, the following 184 Member States that were present and eligible to vote in Parts One and Two were then provided with the materials necessary to participate in the electronic vote:

Afghanistan	Democratic Republic of the Congo	Libya	Senegal
Albania	Denmark	Lithuania	Serbia
Algeria	Dominican Republic	Luxembourg	Seychelles
Andorra	Ecuador	Madagascar	Sierra Leone
Angola	Egypt	Malaysia	Singapore
Antigua and Barbuda	El Salvador	Maldives	Slovakia
Argentina	Equatorial Guinea	Mali	Slovenia
Armenia	Eritrea	Malta	Solomon Islands
Australia	Estonia	Marshall Islands	Somalia
Austria	Eswatini	Mauritania	South Africa
Azerbaijan	Ethiopia	Mauritius	South Sudan
Bahamas	Fiji	Mexico	Spain
Bahrain	Finland	Micronesia (Federated States of)	Sri Lanka
Bangladesh	France	Monaco	Sudan
Barbados	Gabon	Mongolia	Suriname
Belarus	Gambia	Montenegro	Sweden
Belgium	Georgia	Morocco	Switzerland
Belize	Germany	Mozambique	Tajikistan
Benin	Ghana	Namibia	Thailand
Bhutan	Greece	Nauru	Timor-Leste
Bolivia (Plurinational State of)	Grenada	Nepal	Togo
Bosnia and Herzegovina	Guatemala	Netherlands	Tonga
Botswana	Guinea	New Zealand	Trinidad and Tobago
Brazil	Guinea-Bissau	Nicaragua	Tunisia
Brunei Darussalam	Guyana	Niger	Türkiye
Bulgaria	Haiti	Nigeria	Tuvalu
Burkina Faso	Honduras	North Macedonia	Uganda
Burundi	Hungary	Norway	Ukraine
Cabo Verde	Iceland	Oman	United Arab Emirates
Cambodia	India	Pakistan	United Kingdom
Cameroon	Indonesia	Panama	United Republic of Tanzania
Canada	Iran (Islamic Republic of)	Papua New Guinea	United States
Central African Republic	Iraq	Paraguay	Uruguay
Chad	Ireland	Peru	Uzbekistan
Chile	Israel	Philippines	Vanuatu
China	Italy	Poland	Venezuela (Bolivarian Republic of)
Colombia	Jamaica	Portugal	Viet Nam
Comoros	Japan	Qatar	Yemen
Congo	Jordan	Republic of Korea	Zambia
Cook Islands	Kazakhstan	Republic of Moldova	Zimbabwe
Costa Rica	Kenya	Romania	
Côte d'Ivoire	Kiribati	Russian Federation	
Croatia	Kuwait	Rwanda	
Cuba	Kyrgyzstan	Saint Kitts and Nevis	
Cyprus	Lao People's Democratic Republic	Saint Lucia	
Czechia	Latvia	Saint Vincent and the Grenadines	
Democratic People's Republic of Korea	Lesotho	Samoa	
	Liberia	San Marino	
		Saudi Arabia	

6. At the close of the voting session for Part One, 184 Member States had cast votes electronically. In accordance with Rule 60 of the Assembly's Standing Rules of Procedure, the minimum number of votes required for election was therefore 93. The results of the electronic vote were as follows:

Australia	156 votes
Brazil	167 votes
Canada	159 votes
China	165 votes
France	158 votes
Germany	155 votes
Italy	163 votes
Japan	165 votes
Russian Federation	87 votes
United Kingdom	154 votes
United States	156 votes

7. Accordingly, the President declared elected the following 10 States: Australia, Brazil, Canada, China, France, Germany, Italy, Japan, the United Kingdom and the United States.

8. In accordance with Rule 36 of the Standing Rules of Procedure, the Delegate of the Russian Federation requested that, in keeping with Rule 60 of the Standing Rules, another ballot be held immediately to fill the remaining seat in Part One of the election. The Delegate of Eritrea concurred.

9. Recalling that the matter raised by the Delegate of the Russian Federation regarding Rule 60 had been discussed at the 41st Session of the Assembly, the President sought clarification from the Director, Legal Affairs and External Relations Bureau (D/LEB), who confirmed that this precise situation had arisen during the previous Assembly Session and that after extensive discussion within the Plenary, the Assembly had decided that the provisions of Rule 60 did not apply to such a scenario, wherein a single candidate does not attain the majority of votes required during the first ballot to be elected.

10. Thanking the Secretariat for the explanation, the Delegate of the Russian Federation highlighted that the situation that arose at the previous Assembly was exceptional and that the records of that Assembly had indicated that it should not set a precedent nor be repeated at future Assembly Sessions. Thus, he reiterated the need to repeat the vote under Part One, in accordance with Rule 60.

11. Noting that the context under which the decision taken at the 41st Session of the Assembly applied to the present situation, the President surmised that the Assembly should decide to draw the same conclusion on this question as it had previously, as to do otherwise would give rise to a contradiction. Based on that understanding, he proposed that the Assembly continue with Part Two of the election in accordance with Rule 55 a) ii) of the Standing Rules of Procedure, and in doing so, sought confirmation from the Delegate of the Russian Federation as to whether the Russian Federation wished to proceed as a candidate in Part Two of the election, in line with Rule 56 c) of the Standing Rules of Procedure.

12. Given the uncertainty concerning the interpretation of Rule 60, the Delegate of the Russian Federation proposed that the matter of a second vote or subsequent votes held under Part One needed to be resolved before proceeding to Part Two of the election and, to that effect, suggested that the issue be put to a vote.

13. The Delegate of Belarus agreed that the matter should be reviewed, not only from the standpoint of the Delegate of the Russian Federation, but also in regard to the legal premise as to

whether a State under Rule 60 may request a second vote, and thus supported the proposal to proceed to a vote on the interpretation of Rule 60.

14. In light of the preceding interventions, D/LEB clarified that the question presently under consideration is whether the Assembly should follow the decision taken on this matter during the 41st Session of the Assembly in 2022, or whether it wished to come to a different conclusion on the application of Rule 60 of the Standing Rules of Procedure. To assist the Assembly in answering this question, D/LEB recalled the legal advice provided to the previous Session of the Assembly in regard to the application of Rule 60, which noted that in this situation, the relevant provision in the Rule referred to the plural “Contracting States” that were unsuccessful in obtaining the required majority following a first round of voting, whereas the circumstances at the 41st Assembly, and as they apply presently, was that a single State had been unsuccessful in winning sufficient votes to fill one remaining seat. He further noted that the Assembly had set a maximum number of 11 seats to be elected in Part One of the election, rather than a “minimum” number of seats; it was therefore clear that the intention was not to guarantee that all 11 States who were candidate would be elected, or that 11 seats should be filled in Part One, otherwise the term “minimum” would have been used. He also noted that throughout the Standing Rules of Procedure of the Assembly, the singular form “Contracting State” was used when only one State specifically was concerned by the Rule in question, whereas the plural, “Contracting States” was used when more than one State was specifically concerned.

15. The Delegate of France supported the legal advice provided by D/LEB with regard to the Standing Rules of Procedure, as had been applied at the previous Assembly and which should be applied equally to the current situation, given the similarities. She also supported the proposal by the President to proceed with Part Two of the election in accordance with the procedure followed at the 41st Session of the Assembly, and on the basis of the same arguments raised by her predecessor during the 41st Assembly.

16. The Delegate of Eritrea was of the view that it was appropriate to reconsider the position being taken rather than deny Member States the ability to exercise their rights on the basis of Rule 60.

17. The Delegate of the United Kingdom agreed with the legal advice provided by D/LEB and supported moving immediately to Part Two in alignment with the Rules of Procedure, observing that the Assembly had again decided not to support the Russian Federation’s candidacy for the Council election and that this decision should be respected.

18. Based on the legal advice that Rule 60 did not apply in the current situation, and in considering the similarities between the circumstances at the 41st Session of the Assembly and at present, the President ruled that the Assembly proceed to Part Two of the elections so as to ensure efficiency in its proceedings.

19. The Delegate of the Russian Federation contested the ruling by the President of the Assembly and reiterated that the decision taken by the 41st Assembly regarding the application of Rule 60 was not intended to set a precedent and therefore should not extend to this Assembly. He therefore appealed the President’s ruling and reaffirmed his request that the interpretation of Rule 60 be put to a vote.

20. The President then proposed that in accordance with Rule 36, the appeal by the Russian Federation against his ruling be put to a vote, by show of hands, on the question: “Does the Assembly wish to overrule the President’s ruling, that Rule 60 does not apply to the current situation?” In doing so, he clarified that by voting “yes” to the question, the Assembly would uphold the appeal by the Russian Federation; whereas those Delegates who voted “no” would uphold the President’s ruling. Following the vote, the President concluded that the majority of those who voted by show of hands supported his ruling. With the matter settled, the Assembly proceeded with Part Two of the election.

21. In accordance with Rule 56 c) of the Standing Rules of Procedure, the Delegate of the Russian Federation then put forward his State's candidacy for Part Two of the election and requested that the one vacant seat in Part One be transferred to Part Two of the election by decision of the Assembly.

22. While the President noted the Russian Federation's willingness to stand for election in Part Two, he noted that as per Rule 55 a) of the Standing Rules of Procedure, Part Two of the election should be held immediately after Part One of the election; it was therefore his understanding that the reallocation of the unfilled seat to Part Two would not be possible. Nonetheless, he sought legal guidance from the Secretariat in this regard.

23. D/LEB confirmed that in accordance with Rule 55 a) of the Standing Rules of Procedure, Part Two of the election needed to be held immediately after Part One. Moreover, as the Assembly had set a maximum number of seats to be filled in Part One, and with ten States having now been elected, there were no further matters to be considered in Part One of the election. Thus, although the question of the unfilled seat remained open, within the normal meaning of the words in the Rule, it could be concluded that Part One of the election had been completed and that Part Two should be held immediately. However, should the Assembly consider reallocating the unfilled seat to Part Two at this point in time, that would mean that the Part Two election would not be held immediately after Part One as required under the Rules. As such, should the Assembly decide to reallocate the unfilled seat to Part Two at this point, such a decision would require an amendment to the Standing Rules of Procedure, as the Part Two election would not be held immediately following Part One.

24. Thanking the Secretariat for the additional comments on this issue, the Delegate of the Russian Federation quoted Rule 55 b) of the Standing Rules of Procedure, stating that: "As early as possible after the opening of the session, the Assembly shall fix the maximum number of Contracting States to be elected in each Part of the election," noting that in this case, nothing prohibited the Assembly from reallocating seats from Part One to Part Two immediately after the vote for Part One. He therefore requested that the issue of transferring the vacancy under Part One to Part Two be put to a vote.

25. The President invited the Secretariat once again to explain the legal aspects and implications so that they were well understood by the Assembly, as there could be consequences in taking such action and he wanted to ensure that the proceedings advanced in such a manner that did not set any future precedent.

26. While reaffirming that the Assembly was free to amend the decision taken on its opening day regarding the allocation of seats, D/LEB noted that Rule 55 a) ii) provided that Part Two of the election "shall be held immediately after the first part of the election". Accordingly, the Assembly would therefore need to decide to waive that Rule in this situation. He pointed out, however, that suspending that requirement was not as straightforward as it might appear, as should the Assembly decide to increase the maximum number of States standing in Part Two, without providing the opportunity to all other Member States to declare their candidacy in view of the change of circumstances, it would undermine the fair treatment of all Member States to declare their candidacy. Likewise, all Member States participating in the Assembly would need to be given sufficient time to give due consideration to a potential new list of candidates before the elections for Part Two could take place.

27. Moreover, D/LEB explained that several consequential amendments to the Rules and additional decisions by the Assembly would also be required in order to move the unfilled seat to Part Two, noting that Rule 55 a) ii) would need to be suspended, as would Rule 55 b) requiring that the first two Parts of the election be held on the same day. The Assembly would also need to set the day on which the Part Two election would be held and the timeline for candidacies to be declared. Rule 56 would also need to be amended to provide a separate period in which candidates should notify the Secretary General of their intention to stand for election, and a separate list of Part Two candidates

would need to be drawn up. Holding Part Two of the elections on a separate day would then require a new deadline to be declared for the submission of candidacies for Part Three of the elections, with any consequential amendments to the Standing Rules of Procedure to be adopted as well. While those steps could be taken, D/LEB cautioned the Assembly in proceeding with such action, given the implications of such an amendment to the Standing Rules of Procedure. In the event the Assembly did decide to proceed in this direction, he advised that it should be done on the basis of a written proposal so as to avoid any unintended impacts. Taking into account all these elements, it appeared to D/LEB that the Rules had always contemplated that Parts One and Two of the election were a package; hence the reason for there being a single list of candidates, that both Parts were held on the same day, and that the Part Two election should immediately follow Part One.

28. Based on the explanation provided by the Secretariat, the President proposed to proceed with Part Two of the election and that the issue of the unfilled seat would be reviewed following the conclusion of Part Two.

29. The Delegate of the Russian Federation once again appealed against the President's ruling to move to Part Two of the elections without first resolving the issue regarding the reallocation of the unfilled seat from Part One. The Delegate of the Russian Federation maintained that the interpretation provided by the Secretariat was not based on the specific provisions in the Standing Rules of Procedure adopted in 2014, noting that no new rules had been adopted by the Assembly as yet. Thus, considering this uncertainty and the expansive interpretation of the Rules by the Secretariat, the Delegate of the Russian Federation called for a vote to determine what action should be taken regarding the unfilled seat from Part One, before proceeding with Part Two.

30. Pursuant to the appeal by the Delegate of the Russian Federation and acting in accordance with Rule 36 of the Standing Rules of Procedure, the President requested a vote, by show of hands on the question of: "Does the Assembly wish to overrule the President's ruling that Part One of the elections has been completed and to proceed with Part Two, whereby the unfilled seat would be dealt with and reallocated after the completion of Part Two." In doing so, he clarified that by voting "yes" to the question, the Assembly would uphold the appeal by the Russian Federation; whereas those delegates who voted "no" would uphold the President's ruling. Following the vote, the President concluded that the clear majority of those participating in the vote supported his ruling.

31. The Delegate of Eritrea was of the view that the procedure being followed presently overrode and eroded the Convention by marginalizing certain Member States that were active in the aviation industry, and suggested that the Rules of Procedure should be amended so that no country was left behind. The President responded in explaining that he was guided by the process and the Assembly.

32. In then moving forward with Part Two of the election, the President recalled that based on the confirmation provided previously, the Russian Federation would be standing as a candidate in Part Two of the election. The Chief, Assembly and Council Secretariat (C/ACS) affirmed to the Assembly that the Russian Federation had been included on the ballot and that there were now 13 Member States nominated as candidates to fill the 12 available vacancies in Part Two.

33. The Assembly then proceeded to Part Two of the Council election. At the close of the voting session, 184 Member States had cast votes electronically. Therefore, the minimum number of votes required for election was at least 93.

34. The result of the ballot was:

Argentina	150 votes
Colombia	152 votes
Denmark	154 votes
Egypt	166 votes
India	158 votes

Mexico	162 votes
Nigeria	163 votes
Russian Federation	62 votes
Saudi Arabia	175 votes
Singapore	176 votes
South Africa	158 votes
Spain	166 votes
Switzerland	160 votes

35. The President declared elected the following 12 States: Argentina, Colombia, Denmark, Egypt, India, Mexico, Nigeria, Saudi Arabia, Singapore, South Africa, Spain and Switzerland.

36. Prior to concluding the voting session, a representative of the Organization's external audit firm, Raymond Chabot Grant Thornton confirmed the security, accuracy and confidentiality of the election without interference in the process and that a full report would be provided in due course.

37. On behalf of the Assembly, the President congratulated the newly elected Member States to the Council, expressing confidence that they would work in the best interest of both ICAO and the global aviation community.

38. Observing the need to address the issue of the outstanding seat which was not filled in the election for Part One, and to avoid any further delay in the proceedings, the President proposed that the vacant seat from Part One be reallocated to Part Three of the Council election, in keeping with the decision taken at the 41st Session of the Assembly. While recalling that the decision of the 41st Assembly was only to apply to the last triennium and not to set a precedent, he was of the view that the reasons for taking the decision at that time also applied to the current circumstances. Accordingly, he recommended to the Assembly that it amend its decision taken during the First Plenary Meeting on the maximum number of candidates to be elected in in Part Three (WP/2 Revision No. 1, refers), to increase the maximum number from 13 to 14 seats. The Assembly agreed with this proposal.

Deadline for presentation of candidatures for the Third Part of the election

39. The President announced that Part Three of the election to the Council would be held at the Sixth Plenary Meeting on Tuesday, 30 September 2025, at 1400 hours. In accordance with Rule 58 of the Assembly's Standing Rules of Procedure, candidatures for Part Three were to be submitted in writing to the Secretary General by 1052 hours on Monday, 29 September 2025.

Agenda Item 8: Statements by delegations of Member States

40. The remainder of the meeting was devoted to Agenda Item 8 and general statements delivered by the Delegations of: Ghana, Kazakhstan, Uganda, Morocco, Tuvalu, Burkina Faso, New Zealand, Bahrain, Switzerland, Cuba, Argentina, the United Arab Emirates, Uruguay, Greece and Poland. A brief intervention was made by the Delegation of China in response to the general statement delivered by the Delegation of Tuvalu and the written statement by the Delegation of Saint Lucia (WP/675 refers) in relation to Taiwan.

41. The meeting adjourned at 1217 hours.

Minutes of the Sixth Meeting

(Tuesday, 30 September 2025 at 1400 hours)

SUBJECTS DISCUSSED

1. Agenda Item 5: Election of Member States to be represented on the Council
— Third Part of the election
2. Agenda Item 8: Statements by delegations of Member States

SUMMARY OF DISCUSSIONS

Agenda Item 5: Election of Member States to be represented on the Council

Third Part of the election

1. The President announced that the meeting had been called for the purpose of holding the Third Part of the Council election. He highlighted WP/2 Revision No. 1, which provided detailed background information regarding the election, as well as the Secretary General's memorandum dated 29 September 2025 which presented the 15 Member States that had submitted their candidatures for the 14 available seats in Part Three of the election to the Council. He also recalled that as decided by the Assembly, at its Fifth Plenary Meeting on 27 September 2025, the unfilled seat under Part One had been reallocated to Part Three of the election.

2. The President noted that the Secretariat had engaged an external service provider to conduct an independent review of the security, accuracy, and confidentiality of the electronic voting system. Based on the preliminary audit of the process and the system, the external auditors had advised that the controls and processes were in place for a secure and confidential voting session for the 42nd Session of the Assembly and that a final report would be submitted following the conclusion of the Council election process.

Oral report by the Chairperson of the Credentials Committee

3. Before proceeding to the vote, the Chairperson of the Credentials Committee, Ambassador Dimitrios Azemopoulos (Greece), presented a third oral interim report of the Committee indicating that, at the time of the Committee's fifth meeting that morning, original credentials in the proper form had been received from 192 Member States which was a historic figure. However, in accordance with WP/40 Revision No. 1 Addendum No. 1, seven of the Member States were in arrears as at 26 September 2025 and had their voting rights suspended in the Assembly. Accordingly, 185 Member States were eligible to vote in the election which the Plenary noted without comment.

4. After an overview of the election procedures to be followed for Part Three of the Council election as well as a short video presentation on the electronic voting system given by the

Secretariat, the following 183 Member States that were present and eligible to vote in Part Three were then provided with the materials necessary to participate in the electronic vote:

Afghanistan	Democratic People's	Lao People's Democratic	Rwanda
Albania	Republic of Korea	Republic	Saint Lucia
Algeria	Democratic Republic of	Latvia	Saint Vincent and
Andorra	the Congo	Lesotho	the Grenadines
Angola	Denmark	Liberia	Samoa
Antigua and Barbuda	Dominican Republic	Libya	San Marino
Argentina	Ecuador	Lithuania	Saudi Arabia
Armenia	Egypt	Luxembourg	Senegal
Australia	El Salvador	Madagascar	Serbia
Austria	Equatorial Guinea	Malaysia	Seychelles
Azerbaijan	Eritrea	Maldives	Sierra Leone
Bahamas	Estonia	Mali	Singapore
Bahrain	Eswatini	Malta	Slovakia
Bangladesh	Ethiopia	Marshall Islands	Slovenia
Barbados	Fiji	Mauritania	Solomon Islands
Belarus	Finland	Mauritius	Somalia
Belgium	France	Mexico	South Africa
Belize	Gabon	Micronesia (Federated	South Sudan
Benin	Gambia	States of)	Spain
Bhutan	Georgia	Monaco	Sri Lanka
Bolivia (Plurinational	Germany	Mongolia	Sudan
State of)	Ghana	Montenegro	Suriname
Bosnia and	Greece	Morocco	Sweden
Herzegovina	Grenada	Mozambique	Switzerland
Botswana	Guatemala	Namibia	Tajikistan
Brazil	Guinea	Nauru	Thailand
Brunei Darussalam	Guinea-Bissau	Nepal	Timor-Leste
Bulgaria	Guyana	Netherlands	Togo
Burkina Faso	Haiti	New Zealand	Tonga
Burundi	Honduras	Nicaragua	Trinidad and Tobago
Cabo Verde	Hungary	Niger	Tunisia
Cambodia	Iceland	Nigeria	Türkiye
Cameroon	India	North Macedonia	Tuvalu
Canada	Indonesia	Norway	Uganda
Central African Republic	Iran (Islamic	Oman	Ukraine
Chad	Republic of)	Pakistan	United Arab Emirates
Chile	Iraq	Panama	United Kingdom
China	Ireland	Papua New Guinea	United Republic of
Colombia	Israel	Paraguay	Tanzania
Comoros	Italy	Peru	United States
Congo	Jamaica	Philippines	Uruguay
Cook Islands	Japan	Poland	Uzbekistan
Costa Rica	Jordan	Portugal	Vanuatu
Côte d'Ivoire	Kazakhstan	Qatar	Venezuela (Bolivarian
Croatia	Kenya	Republic of Korea	Republic of)
Cuba	Kiribati	Republic of Moldova	Viet Nam
Cyprus	Kuwait	Romania	Yemen
Czechia	Kyrgyzstan	Russian Federation	Zambia
			Zimbabwe

5. At the close of the voting session for Part Three, 183 Member States had cast votes electronically. In accordance with Rule 60 of the Assembly's Standing Rules of Procedure (Doc 7600), the minimum number of votes required for election was therefore 92. The results of the electronic vote were as follows:

Angola	150 votes
Belize	139 votes

Cuba	161 votes
Ecuador	152 votes
Equatorial Guinea	154 votes
Malaysia	154 votes
Mali	150 votes
Morocco	162 votes
Poland	152 votes
Qatar	170 votes
Republic of Korea	158 votes
Russian Federation	63 votes
Uganda	155 votes
United Arab Emirates	170 votes
Uruguay	146 votes

6. The President declared elected the following 14 States: Angola, Belize, Cuba, Ecuador, Equatorial Guinea, Malaysia, Mali, Morocco, Poland, Qatar, the Republic of Korea, Uganda, the United Arab Emirates and Uruguay. A significant milestone in the 81-year history of ICAO was noted in that it was the first time that Belize and Mali had been elected to the Council.

7. Prior to concluding the voting session, a representative of the Organization's external audit firm, Raymond Chabot Grant Thornton confirmed the security, accuracy and confidentiality of the election without interference in the process and that a full report would be provided in due course.

8. On behalf of the Assembly, the President congratulated the newly elected Member States to the Council, expressing confidence that they would work in the best interest of both ICAO and the global aviation sector. In addition, he also voiced appreciation for the Secretariat's assistance in the facilitation and conduct of the elections.

Agenda Item 8: Statements by delegations of Member States

9. The remainder of the meeting was devoted to general statements delivered by the Delegations of: Niger, Namibia, Zimbabwe, Eswatini, the Dominican Republic, Bangladesh, Saint Vincent and the Grenadines, Thailand, Kuwait, the Democratic People's Republic of Korea, Sudan, the Islamic Republic of Iran, Lithuania, Paraguay, Jamaica, the United Republic of Tanzania, Guatemala and Eritrea. The Latin American Civil Aviation Commission (LACAC), an Observer, also delivered a statement to the Assembly. A brief intervention was made by the Delegation of China in response to the general statements delivered by the Delegations of Eswatini, Saint Vincent and the Grenadines, Paraguay and Guatemala in relation to Taiwan.

10. The meeting adjourned at 1640 hours.

Minutes of the Seventh Meeting

(Wednesday, 1 October 2025 at 1400 hours)

SUBJECTS DISCUSSED

1. Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon
 - Approval of Report from the Legal Commission on the General Section and Agenda Items 28 and 29
 - Approval of Report from the Technical Commission on the General Section and Agenda Items 23 to 25
 - Approval of Report from the Administrative Commission on the General Section and Agenda Items 30 to 39
 - Approval of Report from the Executive Committee on Agenda Item 11

SUMMARY OF DISCUSSIONS

Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon

Approval of Report from the Legal Commission on the General Section and Agenda Items 28 and 29

1. In presenting the Legal Commission's Report (WP/699) for approval by the Plenary, the Chairperson, Dr. Jae Woon Lee (Republic of Korea), noted that the Commission had held two meetings, on 25 and 29 September 2025, with the participation of 108 Member States and five observers. Having had the privilege to chair the meetings, he noted that at its First Meeting, the Commission had elected Dr. Griselda Delia Capaldo (Argentina) and Ms. Machteld Cambridge (Netherlands) as its First and Second Vice-Chairpersons, respectively.

2. The Chairperson reported that under Agenda Item 28, the Legal Commission had reviewed the Work Programme of the Organization in the Legal Field, including the general work programme of the Legal Committee. In doing so, the Commission agreed to remove item 8 "Review of the ICAO Rules for the Settlement of Differences", as work on this item had been substantially completed, while adding a new item, "Legal review of the analysis completed by the Air Transport Regulation Panel of the application of Article 15 of the Chicago Convention". The Legal Commission recommended the adoption of Resolution A42/xx: *Consolidated statement of continuing ICAO policies in the Legal Field*, which proposed editorial amendments to Appendices A, C, D and G thereof, as well as the addition of a new Appendix H, "Registration with ICAO of Aeronautical Agreements and Arrangements."

3. In regard to the Third ICAO Treaty Event, the Commission had noted the status of ratifications of the 2016 *Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 50(a)]* and *Protocol Relating to an Amendment to the Convention on International Civil*

Aviation [Article 56], increasing the membership of the ICAO Council from 36 to 40, and that of the Air Navigation Commission from 19 to 21, which at this stage, would require nine additional ratifications to reach the requisite 128 ratifications for the Protocols to enter into force.

4. In relation to Agenda Item 29, the Legal Commission had welcomed WP/268, presented by Brazil and Oman, and supported by 19 LACAC Member States and co-sponsored by Singapore, which had put forward a draft Resolution A42/xx: *Honouring 80 years of the Chicago Convention: the Legacy of the Work in the Legal Field*. The Commission had underlined that the progress of the work in the legal field would not be possible without the support of the Secretariat, through the Legal Affairs and External Relations Bureau, and in that connection, recommended the adoption of the aforementioned Resolution.

5. The Legal Commission also welcomed the submission of working papers by States and international organizations, and their engagement in fruitful discussions under Agenda Items 28 and 29.

6. Concluding his presentation, the Chairperson of the Legal Commission submitted the Legal Commission's report (WP/699) to the Plenary for approval, with recommendation that the two Resolutions be adopted.

7. In the absence of comments, the President of the Assembly declared the following Report of the Legal Commission approved and Resolutions as indicated adopted:

- | | |
|--------|---|
| WP/699 | <ul style="list-style-type: none"> — General Section — Agenda Item 28: <i>Work programme of the Organization in the Legal Field and Consolidated Statement of Continuing ICAO Policies in the Legal Field</i>
(Resolution A42/xx) — Agenda Item 29: <i>Other issues to be considered by the Legal Commission</i>
(Resolution A42/xx) |
|--------|---|

Approval of Report from the Technical Commission on the General Section and Agenda Items 23 to 25

8. Prior to presenting the Technical Commission's three Reports (WPs/695 to /697) the Chairperson of the Technical Commission, Mr. Declan Fitzpatrick (Ireland), congratulated the President of the Assembly on his excellent management of the 42nd Session. He also congratulated the President of the Council, the entire Council, and the Air Navigation Commission (ANC) on their preparation of the A42 agenda and documentation.

9. The Chairperson of the Technical Commission also thanked the Secretary General and his staff for their outstanding support and efficient organization of the Assembly, and extended his special gratitude to the interpreters for their dedicated service during the five intense sessions of the Commission.

10. The Chairperson also thanked the First Vice-Chairperson, Mr. Luiz Ricardo de Souza Nascimento (Brazil), the Second Vice-Chairperson, Ms. Toska Sem (Namibia), and the Third Vice-Chairperson, Mr. Xuan Miao (China), for their continuous support and readiness to step in during the Commission's consideration of its very extensive work programme. He also thanked all the participants in the Technical Commission who had worked in a spirit of cooperation, flexibility and friendship, which had allowed for the effective and efficient completion of the agenda items.

11. In then presenting the Technical Commission's Reports on Agenda Items 23 to 25 (WPs/695 to /697 respectively), the Chairperson noted that the Technical Commission had held five meetings on 25, 26 and 29 September 2025, over the course of which it had addressed 131 working papers

and noted 120 information papers. Representatives from 192 Member States and 58 Observer Delegations had attended one or more meetings of the Commission.

12. Under Agenda Item 23 (WP/695), the Technical Commission had reviewed both the Fifth Edition of the *Global Aviation Safety Plan* (GASP, Doc 10004) and the Eighth Edition of the *Global Air Navigation Plan* (GANP, Doc 9750) which set forth the global strategic directions for safety, and for the evolution of the air navigation system, respectively, and provided the frameworks in which regional, subregional and national plans would be developed and implemented, thus ensuring consistency, harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency. The Commission had recommended that the Assembly endorse the 2026-2028 Fifth Edition of the GASP and the Eighth Edition of the GANP through the adoption of Resolution 23/1: *ICAO global planning for safety and air navigation*. The Commission had also supported the proposed outlook for the Ninth Edition of the GANP and had agreed that ICAO develop a minimum implementation path; extend the duration of the GANP lifecycle to six years; and focus on supporting States in implementing the GANP and developing national plans.

13. In relation to Agenda Item 24 (WP/696), the Commission had reviewed an overview of the key initiatives and activities in the areas of aviation safety and air navigation over the coming triennium and had urged States to consider ICAO's initiatives and activities when planning and executing their own measures to further enhance aviation safety and air navigation efficiency. The discussion had covered a wide range of topics including: accident investigation and prevention; fatigue; aviation medicine; dangerous goods; safety management; flight operations; air traffic management; search and rescue; space transport operations; aerodrome operations and infrastructure; meteorology; system-wide information management; communications; navigation; surveillance and spectrum; remotely piloted aircraft systems; unmanned aircraft systems; advanced air mobility; and regional cooperation and implementation. The Chairperson then highlighted the following Resolutions that the Technical Commission had agreed on for submission to the Plenary for adoption, namely: Resolution 24/1: *Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation*; Resolution 24/2: *Support of the ICAO policy on radio frequency spectrum matters*; Resolution 24/3: *Consolidated statement of continuing ICAO policies and practices related to a global air traffic management (ATM) system and communications, navigation, and surveillance/air traffic management (CNS/ATM) systems*; and Resolution 24/4: *Regional cooperation and assistance to resolve safety deficiencies*.

14. Under Agenda Item 25 (WP/697), the Commission had reviewed papers related to various topics in the areas of certification and oversight, implementation support, aviation licensing and training, and airworthiness, and had agreed to submit to the Plenary for adoption Resolution 25/1: *Halon replacement*.

15. Concluding his presentation, the Chairperson submitted to the Plenary the Technical Commission Reports (A42-WPs/695 to /697) for approval and Resolutions 23/1, 24/1, 24/2, 24/3, 24/4 and 25/1 for adoption.

16. Referring to the Report on Agenda Item 24: *Aviation Safety and Air Navigation Priority Initiatives* (WP/696), the Delegate of Argentina requested and it was agreed, that in paragraph 24.53, the sentence referring to the implementation of new OLS provisions in the Spanish text be amended to more appropriately read that it "is a major undertaking" which would also align with the phrasing in the English version of the Report.

17. Subject to this amendment, the President of the Assembly declared the following Reports of the Technical Commission approved and Resolutions as indicated adopted:

WP/695 — General Section

— Agenda Item 23: *Global Aviation Safety and Air Navigation Plans*

(Resolution 23/1)

WP/696 — Agenda Item 24: *Aviation Safety and Air Navigation Priority Initiatives*
(Resolutions 24/1, 24/2, 24/3 and 24/4)

WP/697 — Agenda Item 25: *Other issues to be considered by the Technical Commission*
(Resolution 25/1)

Approval of Report from the Administrative Commission on the General Section and Agenda Items 30 to 39

18. The Chairperson of the Administrative Commission, Mr. Mauricio Ramírez Koppel (Colombia), presented the Commission's Report (WP/700) for approval by the Plenary. He noted that the Administrative Commission had completed its work in one meeting with the participation of at least 91 States; and presented a single report to the Plenary on its proceedings, which reflected the considerable amount of preparatory work carried out by the Council and the Secretariat prior to the Assembly. He placed on record his appreciation for the cooperation extended to him by the Secretariat and all Members of the Commission in conducting their business in an efficient and effective manner.

19. Under the General Section, the Chairperson highlighted that the Commission had elected Ms. Musayeroh Barrie (Sierra Leone), Ms. Saltanat Tompiyeva (Kazakhstan), and Mr. Angshumali Rastogi (India) as First, Second and Third Vice-Chairpersons, respectively, and thanked them for their support.

20. With regard to Agenda Item 30: *Budgets for 2026, 2027 and 2028*, the Administrative Commission had noted the strategic alignment of the draft Budget with the Organization's long-term Strategic Plan and triennial Business Plan, reinforcing ICAO's commitment to fostering a safe, secure, and sustainable global civil aviation system. After thorough examination of funding sources and budget estimates, the Administrative Commission had supported the draft Budget and had recommended that the Plenary: note the Council's message to adopt the 2026-2027-2028 Budget; and adopt draft Resolution 30/1 relating to the Regular Budget of the Organization for 2026-2027-2028 and the Indicative Budget Estimates of the Administrative and Operational Services Costs (AOSC) of the Capacity Development and Implementation Programme and the Ancillary Revenue (ARGF).

21. The Commission had also requested the Council, in cooperation with the Secretary General, to initiate, early in the 2026 to 2028 triennium, further reforms of the budget formulation process with a view to ensuring fit-for-purpose budgets to uphold the highest standards of transparency, accountability, and efficiency, building on the transformational agenda of ICAO, in the interest of international civil aviation safety, security and sustainability; and in this respect, to evaluate potential options to ensure a sustainable financing structure for the Organization.

22. In relation to Agenda Item 31: *Confirmation of Council action in assessing the contributions to the General Fund and determining advances to the Working Capital Fund of States which have adhered to the Convention*, the Administrative Commission had noted that as no new State had adhered to the Convention and become a Member State of ICAO subsequent to the 41st Session of the Assembly, this item had not required any particular action.

23. Under Agenda Item 32: *Contributions in arrears*, the Administrative Commission had considered WP/40 Revision No. 1, regarding the financial aspects of contributions in arrears as at 18 September 2025, including States with voting rights deemed suspended, and had noted the progress

made in the collection of long-outstanding arrears; and encouraged all Member States to pay their assessments in full and on time.

24. Regarding Agenda Item 33: *Assessments to the General Fund for 2026, 2027 and 2028*, the Administrative Commission, in recommending the adoption of the Scales of Assessment outlined in Resolution 33/1, invited the Plenary to note that no change had been proposed in the methodology of assessment, as previously approved by the Assembly in Resolution A36-31.

25. Under Agenda Item 34: *Report on the Working Capital Fund*, the Administrative Commission reported to the Plenary that the level of the Working Capital Fund (WCF) and borrowing authority had been maintained at USD 8.0 million and CAD 3.0 million, respectively, and recommended the adoption of related Resolution 34/1.

26. With reference to Agenda Item 35: *Review of expenditures: Disposition of cash surplus/deficit; and Approval of accounts and examination of audit reports for the financial years 2022, 2023 and 2024*, the Administrative Commission had confirmed that there was no need to assess Member States to finance the deficit and recommended to the Plenary the adoption of Resolution 35/1, thereby formally approving the Financial Statements and Reports of the External Auditor for the financial years 2022, 2023 and 2024.

27. Under Agenda Item 36: *Amendment of the Financial Regulations*, the Administrative Commission had reviewed the proposed amendments to the Financial Regulations as presented in Appendix A to WP/7. The Commission had confirmed the amendments and recommended to the Plenary adoption of Resolution 36/1.

28. In relation to Agenda Item 37: *Appointment of External Auditor*, the Administrative Commission had recommended that the Plenary confirm the appointment of Mr. Pierre Moscovici, First President of the Cour des comptes, France as ICAO's External Auditor for the financial years 2026, 2027 and 2028 by adopting Resolution 42/xx.

29. With reference to Agenda Item 38: *Human Resources Management and Gender Equality*, the Administrative Commission invited the Plenary to note the reforms undertaken and achievements made by the Organization to enhance the management of its human resources, including under the Transformational Objective (People and Culture), and to endorse the priority initiatives and future actions identified for human resources management for the next triennium, including those to be implemented under the Continuous Organizational Improvement High Priority Enabler.

30. Furthermore, the Commission invited the Plenary to take note of the trends and observations presented in WP/700 and to support the continued implementation of the ICAO People First Strategy over the next triennium, with particular emphasis on advancing equitable geographical representation, and gender balance across the ICAO Secretariat.

31. With regard to gender equality, the Commission encouraged stronger leadership and commitment from all States, organizations, and industry partners in furthering gender equality and women empowerment initiatives and recalled the value of sharing best practices and strengthening partnerships at global, regional, and national levels. The Commission acknowledged the distinct mandates of the ICAO Gender Equality Programme and the Next Generation of Aviation Professionals Programme, while encouraging continued complementarity between the two programmes in line with their respective Assembly Resolutions. The Commission had concluded that intensified action was needed at all levels to increase participation and empowerment of women in aviation, in line with the ICAO Strategic Plan 2026-2050. The Commission invited the Assembly to endorse ICAO's priorities, encourage States' active support and engagement, and invite the Council to maintain strong leadership in this area.

32. No other issues or items required consideration by the Administrative Commission under Agenda Item 39: *Other issues to be considered by the Administrative Commission*.

33. In the absence of comments, the President of the Assembly declared the following Report of the Administrative Commission approved and Resolutions as indicated adopted:

WP/700 — General Section

— Agenda Item 30: *Budgets for 2026, 2027 and 2028*
(Resolution 30/1)

— Agenda Item 31: *Confirmation of Council action in assessing the contributions to the General Fund and determining advances to the Working Capital Fund of States which have adhered to the Convention*

— Agenda Item 32: *Contributions in arrears*

— Agenda Item 33: *Assessments to the General Fund for 2026, 2027 and 2028*
(Resolution 33/1)

— Agenda Item 34: *Report on the Working Capital Fund*
(Resolution 34/1)

— Agenda Item 35: *Review of expenditures: Disposition of cash surplus/deficit; and Approval of accounts and examination of audit reports for the financial years 2022, 2023 and 2024*
(Resolution 35/1)

— Agenda Item 36: *Amendment of the Financial Regulations*
(Resolution 36/1)

— Agenda Item 37: *Appointment of External Auditor*
(Resolution A42/xx)

— Agenda Item 38: *Human Resources Management and Gender Equality*

— Agenda Item 39: *Other issues to be considered by the Administrative Commission*

Approval of Report from the Executive Committee on Agenda Item 11

34. The President of the Assembly, in his capacity as Chairperson of the Executive Committee, presented the Committee's Report on Agenda Item 11: *Annual Reports of the Council to the Assembly for 2022, 2023 and 2024* (WP/683) for approval by the Plenary.

35. In the absence of comments, the President of the Assembly declared the Report of the Executive Committee on Agenda Item 11 set forth in WP/683 approved.

36. The meeting adjourned at 1432 hours.

Minutes of the Eighth Meeting

(Thursday, 2 October 2025 at 1400 hours)

SUBJECTS DISCUSSED

1. Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon
 - Approval of Report from the Economic Commission on the General Section and Agenda Items 26 and 27
 - Approval of Reports from the Executive Committee on Agenda Items 14 to 21

SUMMARY OF DISCUSSIONS

Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon

Approval of Report from the Economic Commission on the General Section and Agenda Items 26 and 27

1. The Second Vice-Chairperson of the Economic Commission, Ms. Ana Vieira da Mata (Portugal), on behalf of the Chairperson, Mr. Silas Udahemuka (Rwanda), presented the Report of the Commission (WP/698) for approval by the Plenary. She thanked the President of the Assembly for his leadership and continued support throughout the 42nd Session, and expressed her appreciation for the guidance provided by the Chairperson of the Economic Commission throughout the Commission's three meetings, which was instrumental in shaping the outcomes as reflected in the Report. She also extended her gratitude for the support provided by the Secretariat.
2. The Second Vice-Chairperson reported that under Agenda Item 26: *Economic Development of Air Transport*, the Commission had deliberated on, *inter alia*: the liberalization and regulation of international air transport, including national and regional efforts on liberalization of air transport; the ongoing work of the Air Transport Regulation Panel (ATRP) on the review of the model clauses in the ICAO Template Air Services Agreement (TASA); the legal review of the development of guidance materials and the draft State letter on the implementation of Article 15 of the Chicago Convention; consumer protection issues; charges and taxation in international air transport; and social sustainability.
3. The Second Vice-Chairperson also reported on the Commission's discussions regarding the development of the global competitive index and modernization of statistical management methods in ICAO, as well as its deliberations relating to the proposed Seventh Worldwide Air Transport Conference scheduled for November 2026. The Commission had also recommended for adoption by the Plenary Resolution 26/1: *Consolidated statement of continuing ICAO policies in the air transport field*, as amended during the Commission's review thereof.
4. In concluding her presentation, the Second Vice-Chairperson remarked that in the same working paper (WP/698), the Commission had also reported on discussions under Agenda Item 27: *Other issues to be considered by the Economic Commission*.

5. In the absence of comments, the President of the Assembly declared the Report of the Economic Commission approved and Resolution as indicated adopted.

WP/698 — General Section

— Agenda Item 26: *Economic Development of Air Transport*
(Resolution 26/1)

— Agenda Item 27: *Other issues to be considered by the Economic Commission*

Approval of Reports from the Executive Committee on Agenda Items 14 to 21

6. The President, as Chairperson of the Executive Committee, presented a series of eight Reports (WP/686 Revision No. 1 to /693) for approval by the Plenary. It was noted that WP/686 Revision No. 1, presenting the Report of the Executive Committee on Agenda Item 14: *Audit Programmes – Continuous Monitoring Approach*, issued earlier that afternoon was simply to reflect an editorial amendment in paragraph 14.2 to enhance clarity.

7. Referring to WP/688 on Agenda Item 16: *Environmental Protection – International Aviation and Climate Change*, the Delegate of the United States requested, and it was agreed, that the last sentence of paragraph 16.10 be amended to read: “A State did not support the initiative due to its linkage to common but differentiated responsibilities”, to clarify that although the United States supported the Green Air Silk Road Initiative (GASRI), it did not support its inappropriate and technically unsound linkage to common but differentiated responsibilities (CBDR).

8. The Delegate of Eritrea was of the view that the CBDR initiative was significant enough for both developed and developing States to be included in the initiative, and thus objected to the position of the United States.

9. In presenting WP/689 on Agenda Item 17: *Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*, the Chairperson of the Executive Committee indicated that, as agreed at the Eleventh Meeting of the Executive Committee, to insert “global” in the fourth line of paragraph 17.12, so that phrase would read: “[...] CORSIA established as the only global MBM for the international aviation sector”, and this was noted.

10. A further amendment to WP/689 arising from the deliberations of the Executive Committee’s eleventh meeting, as indicated by the Delegate of the United States, was the inclusion of the following sentence at the end of paragraph 17.5 “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,” and this was noted.

11. The Delegate of China commended the President of the Assembly for his extraordinary leadership on the climate change items, and congratulated the President of the Council, Secretary General, and Secretariat on their outstanding achievements in addressing international aviation and climate change. China conveyed its utmost sincerity on climate change issues, in proposing the GASRI which was intended to promote mutual understanding despite differences, to take accelerated actions and foster win-win cooperation.

12. The Delegate of China noted that his Delegation hoped this Assembly would be a new starting point for States’ collaboration on climate change and thanked the many States and industry organizations that supported its proposal. China called for upholding fairness and justice in promoting international aviation emissions reduction, fully respecting the development rights of developing States; adhering to the global governance principle of joint consultation, contribution, and shared benefits;

inclusion rather than exclusion; and a win-win outcome rather than zero-sum gains. All parties needed to take proactive actions, maximize convergence to build a fair, just, and cooperative framework where all parties contributed to the best of their abilities.

13. The Delegate reaffirmed China's unwavering determination to promote green and low carbon transformation and would continue to strengthen enhanced decarbonization planning, improve operational efficiency, roll out innovation, and advanced technologies. China supported multilateralism and the active role of ICAO in aviation and climate change and to promote fairness and the implementation of CORSIA. China reiterated its willingness to work with all parties, through the GASRI, to enhance the development of green airports, green ATM, green flights, and capacity building to build a solid foundation for low carbon emissions, and to share the opportunities of green development.

14. While the Delegate recalled that China had previously filed its reservations on the Assembly Resolutions regarding climate change, its related goals and on CORSIA implementation standards, at this Assembly, implementation support had been significantly strengthened towards the two Resolutions and China's advocacy for fairness, justice, and willing cooperation was better reflected. China was disposed towards reducing the scope of its reservations and reconsidering its position on the paragraphs regarding the Long-term Aspirational Goals. The following reservations were later conveyed in writing to the Secretary General pertaining to Resolutions 16/1 and 17/1:

“With regard to the two Resolutions adopted at the 42nd Session of ICAO Assembly under the Agenda Item: Environmental Protection – International Aviation and Climate Change, namely, the *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change* and *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*, China has concerns over the goal of carbon neutral growth from 2020 (CNG2020) in international civil aviation and criteria for use in the implementation of CORSIA, and hereby registers its reservations over the relevant provisions pertaining to the goal of carbon neutral growth from 2020 (CNG2020) in international civil aviation and criteria for use in the implementation of CORSIA contained in the above two Assembly Resolutions, specifically: Article 6, Article 24 b) and Article 34 d) of the *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*, and Article 3, Article 5, Article 19 b) and Article 22 of the *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*.”

15. The Delegate of Egypt expressed gratitude for the Chairperson's leadership and guiding the discussions with transparency and in an unbiased manner which had allowed all delegates to freely express their views. Egypt deeply appreciated the efforts made by the President, Secretary General and all delegates, and for developing projects in line with the Chicago Convention that precluded any conflicts, and, in that regard, he commended the flexibility and understanding of all delegates. Egypt was deeply committed to continuing to work with all partners to achieve the objectives of the Organization and to guarantee compliance with the Chicago Convention and its Appendices as it was a basis for peace and security between all peoples of the world in a sustainable manner.

16. Endorsing the previous intervention, the Delegate of the United Arab Emirates, noting that it was a historical moment, thanked Mrs. Jane Hupe, Deputy Director, Environment for her valuable contributions towards aviation environmental issues. Likewise, the Delegate of Brazil praised Mrs. Hupe for her excellent work on the very important and complex issue of environment; and the Delegate of Colombia expressed appreciation for her constant driving force towards the global reduction of aviation emissions and her outstanding efforts in this regard.

17. In regard to WP/690 on Agenda Item 18: *Capacity Development and Implementation Support – Policy and Activities*, the Delegate of Kiribati welcomed the Report and strongly supported the No Country Left Behind (NCLB) initiative. For Small Island Developing States (SIDS), aviation was a lifeline and ICAO's training implementation packages and resource mobilization were vital to strengthen

oversight skills and infrastructure. Although his Delegation supported Resolution 18/1, he stressed that the cost recovery model risked excluding the smallest and most resource-constrained States. To ensure no country was left behind, priority should be given to those States through dedicated funding, targeted scholarships, and equitable access to assistance. Accordingly, Kiribati stood ready to work with ICAO, its partners and donors, to ensure that no country was left behind in aviation development.

18. Referring to WP/693 on Agenda Item 21: *Next Generation of Aviation Professionals (NGAP) initiative*, the Delegate of Kiribati welcomed the Report and fully supported Resolution 21/1, and the call to action from the NGAP Global Summit. For Small Island Developing States like Kiribati, aviation was not just transportation, it was a lifeline that connected these widely dispersed islands to the world. Strongly endorsing ICAO's focus on scholarships, affordable training, and the gender inclusive initiative, which were essential to building the next generation of aviation professionals in Small Island Developing States, the Delegate of Kiribati, at the same time, wished to stress that the mobility of skilled professionals must be balanced with strategies that helped more States retain their trained workforce. He therefore urged ICAO and its partners to give consideration to prioritizing the allocation of scholarships, technical assistance, and regional training opportunities so that no country and no generation was left behind.

19. Following the presentation of all the reports, and in the absence of further comments, the President of the Assembly declared the following Reports of the Executive Committee approved, subject to the aforementioned amendments, and Resolutions indicated adopted, subject to the aforementioned reservations:

- WP/686 — Agenda Item 14: *Audit Programmes – Continuous Monitoring Approach*
Revision No. 1 (Resolution 14/1)
- WP/687 — Agenda Item 15: *Environmental Protection – General provisions, Aircraft Noise and Local Air Quality*
(Resolution 15/1)
- WP/688 — Agenda Item 16: *Environmental Protection – International Aviation and Climate Change*
(Resolution 16/1)
- WP/689 — Agenda Item 17: *Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*
(Resolution 17/1)
- WP/690 — Agenda Item 18: *Capacity Development and Implementation Support – Policy and Activities*
(Resolution 18/1)
- WP/691 — Agenda Item 19: *Multilingualism at ICAO*
- WP/693 — Agenda Item 21: *Next Generation of Aviation Professionals (NGAP) initiative*
(Resolution 21/1)

20. The meeting adjourned at 1432 hours.

Minutes of the Ninth Meeting

(Friday, 3 October 2025 at 1000 hours)

SUBJECTS DISCUSSED

1. Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon
 - Approval of Reports from the Executive Committee on the General Section and Agenda Items 12, 13 and 22
 - Approval of the Final Report of the Credentials Committee
2. Delegation of authority to the President of the Assembly for the approval of minutes of the Plenary
3. Vote of Thanks

SUMMARY OF DISCUSSIONS

Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon

Approval of Reports from the Executive Committee on the General Section and Agenda Items 12, 13 and 22

1. The President of the Assembly, in his capacity as the Chairperson of the Executive Committee, introduced the Reports on the General Section and Agenda Items 12, 13 and 22 (WPs/681, 684, 685 and /694) for approval by the Plenary.
2. With respect to WP/684 on Agenda Item 12: *Facilitation Programmes*, the Chairperson recalled his conclusion at the Executive Committee's Thirteenth Meeting that changes could be accommodated in the main body of the Report, as appropriate and necessary, to reflect the deliberations without opening discussions on any matters already collectively agreed upon under the item, including conclusions and Resolutions. As such, new text had been introduced in paragraph 12.39 regarding WP/185, presented by Denmark on behalf of the European Union and its Member States, the other Member States of ECAC, and co-sponsored by Australia and Japan.
3. In this regard, the Delegate of Denmark suggested an editorial correction, and it was noted, that in line 8 of paragraph 12.39, after "combatting human trafficking and migrant" to either insert "smuggling" or replace "migrant" with "irregular migration".
4. With reference to the previous intervention, in the spirit of compromise, the Delegate of Brazil, agreed with the amendment to the Report to include "smuggling" and expressed his Delegation's high appreciation for the Chairperson's firm leadership, wisdom and diplomatic guidance regarding this complex issue.

5. A further editorial correction was noted in paragraph 12.13, fourth line, to replace “air” by “aid” so that it read “expedite aid transport”, as pointed out by the Delegate of Saudi Arabia.

6. Referring to WP/685 on Agenda Item 13: *Aviation Security — Policy*, the Chairperson once again recalled his conclusion at the Executive Committee’s Thirteenth Meeting that amendments to the main body of the Report could be accommodated, as appropriate and necessary, to reflect the deliberations without opening discussions on any matters that had already been collectively agreed upon in the meeting regarding this item, including conclusions and Resolutions.

7. While satisfied with the English version of the Report, the Delegate of France indicated that a few modifications to the French version of the Report were required and would be submitted to the Secretariat accordingly, which was noted by the Assembly.

8. In relation to WP/694 on Agenda Item 22: *Other high-level policy issues to be considered by the Executive Committee*, the Delegate of Kiribati welcomed the Report, as for Small Island Developing States such as Kiribati and indeed across the Pacific, the decision to improve the accessibility and prioritization of ICAO’s State letters was of particular importance, as this would enable administrations with limited capacity to respond more effectively to critical safety matters. The global crisis preparedness framework and the review of SARPs for efficiency was also valued in strengthening resilience and reducing administrative burdens in aviation. Kiribati supported ICAO’s reaffirmation of the need to protect global network satellite system services, which were vital for safe air navigation in such a vast oceanic region, and therefore supported the adoption of the Report as presented.

9. The Delegate of Kiribati also expressed profound appreciation to the President of the Assembly for the excellent manner in which he had led this Assembly with his professionalism, impartiality and dedication during the deliberations on complex matters, thus greatly contributing to the smooth and constructive conduct of this important 42nd Session. He also extended sincere thanks to the Secretariat for their tireless efforts in preparing the Reports and supporting Member States throughout this demanding Session.

10. The Delegate of the Democratic People’s Republic of Korea (DPRK) expressed gratitude for the excellent leadership of the President in the successful conduct of this ICAO Assembly. His Delegation firmly believed that the 42nd Session of the Assembly would be recalled as a milestone for further developing international civil aviation in the next triennium. He then made clear once again that his Delegation strongly rejected Resolution 42/xx relating to, *inter alia*, GNSS interference, which his Delegation considered to be anti-DPRK, and kindly requested that the Assembly recall his Delegation’s position relating to the Resolution in WP/694. In that connection, the President of the Assembly confirmed that the position expressed by the DPRK was reflected in the Report.

11. In the absence of further comments, the President of the Assembly declared the following Reports of the Executive Committee approved and Resolutions as indicated adopted:

WP/681	— General Section
WP/684	— Agenda Item 12: <i>Facilitation Programmes</i> (Resolutions 12/1, 12/2, 12/3, 12/4 and 12/5)
WP/685	— Agenda Item 13: <i>Aviation Security — Policy</i> (Resolutions 13/1, 13/2 and 13/3)
WP/694	— Agenda Item 22: <i>Other high-level policy issues to be considered by the Executive Committee</i> (Resolutions A42/xx and A42/xx)

Approval of the Final Report of the Credentials Committee

12. In presenting the Final Report of the Credentials Committee (WP/682) the Chairperson, Ambassador Dimitrios Azemopoulos (Greece), recalled that, at the First Plenary Meeting held on 23 September 2025, the Assembly had agreed to the establishment of the Credentials Committee and that the Delegations of Australia, Greece, Jamaica, Mauritania, and Zimbabwe had been invited to nominate Members.

13. The First Meeting of the Credentials Committee was held on 23 September 2025. It was composed as follows: Mr. Ross Adams (Australia); Mr. Dimitrios Azemopoulos (Greece); Mr. Nari Williams-Singh (Jamaica); Mr. Brahim Kane (Mauritania); Mr. Munyaradzi Waniwa (Zimbabwe). Ambassador Dimitrios Azemopoulos had the honour of being unanimously elected by the Committee as its Chairperson, and Mr. Nari Williams-Singh as its Vice-Chairperson.

14. At the Second Meeting of the Plenary on 23 September 2025, the Chairperson had presented a first oral interim report to the Assembly and informed that credentials in proper form had been received from 174 Member States and 53 observers.

15. The Assembly had agreed to the recommendation of the Credentials Committee to urge all Member States and organizations that had not yet presented credentials in proper form to do so as soon as possible, and, meanwhile, in view of Rule 7 of the Standing Rules of Procedure of the Assembly, to permit them to participate in its deliberations.

16. At the Fifth Meeting of the Plenary on 27 September 2025, the Chairperson had presented a second oral interim report to the Assembly, and informed that credentials in proper form had been received from 191 Member States.

17. At the Sixth Meeting of the Plenary on 30 September 2025, the Chairperson had presented a third oral interim report to the Assembly and informed that credentials in proper form had been received from 192 Member States. The Committee was particularly pleased with this historic level of representation.

18. At its Sixth Meeting on 2 October 2025, the Credentials Committee had found that 192 Member States and 58 observers had presented credentials in proper form.

19. The President of the Assembly took the opportunity to extend his sincere gratitude to the Committee members for their tireless efforts over the past two weeks as did the Delegate of Mexico.

20. In the absence of comments, the President of the Assembly declared the Final Report of the Credentials Committee set forth in WP/682 approved.

Delegation of authority to the President of the Assembly for the approval of minutes of the Plenary

21. The Plenary delegated authority to the President of the Assembly to approve, on its behalf, the Plenary minutes of the 42nd Session of the Assembly.

Vote of Thanks

22. On behalf of all delegates and observers, the Delegate of Australia thanked the President of the Assembly for his balanced and principled authority in presiding over this historic Assembly, and noting the outstanding achievement in the attendance of 192 Member States at the 42nd Session, thanked all Delegations for this success. Aviation was a truly wonderful global industry, and while there was much discussion at the Assembly about the challenges and future opportunities of artificial intelligence, it should never be forgotten that aviation was, and always would be, about people.

23. On behalf of his Delegation, and in his capacity as Dean of the ICAO Council, the Delegate of Mexico expressed his sincere gratitude and appreciation for the leadership that the President of the Assembly had shown throughout the 42nd Session. Under his guidance and the inspiring theme, “Safer Skies, Sustainable Future”, outstanding results had been achieved, which marked a “before and after” in the achievement of the ambitious goals set forth in the Organization’s Strategic Plan. The President’s vision and commitment had guided the aviation community toward the consolidation of policies and actions with decisive Resolutions to support ICAO’s mission and response to the current challenges before the sector and had laid the foundation for a more inclusive, sustainable, and safer future for global aviation. The Delegate of Mexico also extended his congratulations and recognition of the important work by the Secretariat, interpreters, and technical personnel, as well as industry representatives for their valuable input, and to all State Delegates for their commitment and actions in line with the driving vision that no country be left behind.

24. In keeping with the previous speakers, the Delegates of France, Eritrea, Bahrain, Fiji, the United Kingdom, Lebanon, Morocco, Gabon, Monaco, the Russian Federation, Egypt, Chad, Qatar, Colombia, the Republic of Korea, the United Arab Emirates, Iran, El Salvador, Germany, Mauritania, Brazil, Singapore, Canada, Maldives, the Dominican Republic, Equatorial Guinea, Senegal, Guinea, Angola, Malaysia, South Africa, Türkiye, Bangladesh, Cuba, Spain, Japan, Liberia, Ghana, Togo, the United Republic of Tanzania, Chile, Venezuela (Bolivarian Republic of), Nigeria, Pakistan, Kiribati, Comoros, India, Bolivia (Plurinational State of), Italy, Oman, South Sudan and the Observers from AFCAC and ASA conveyed their appreciation to the President of the Assembly, President of the Council, Secretary General and Secretariat for all their efforts, which had led to a successful conclusion of the 42nd Session of the Assembly.

25. On behalf of his Delegation, the Delegate of the United States thanked the President of the Assembly for his excellent leadership, the Secretary General and Secretariat, including the interpreters and translators, for their efforts, and the President of the Council, who had led the Council in an extremely effective, fair manner; and he also congratulated the newly elected Council Members.

26. The Delegate of the United States also took the opportunity to respond to China’s multiple interventions during the Assembly in direct response to several other Member States’ national statements regarding their support for Taiwan’s participation in ICAO. Firstly, he underscored that it was important to address manufactured misperceptions about UN General Assembly Resolution 2758 and Taiwan’s meaningful participation in the UN system. In that regard, he clarified that Resolution 2758 only pertained to representation within the United Nations, but did not extend to excluding Taiwan from technical or specialized organizations, such as ICAO. Mischaracterizing Resolution 2758 as a basis for exclusion undermined the principles of inclusivity and collaboration that were fundamental to ICAO’s mission.

27. Secondly, he asserted that Taiwan’s exclusion from ICAO deprived the international community of the opportunity to benefit from its valuable expertise and resources. Taiwan was a global leader in aviation safety, air traffic management, and public health preparedness. Its exclusion from key international fora, including ICAO, had a direct and negative impact on the wellbeing of people worldwide. At a time when the aviation sector faced unprecedented challenges, the contributions of capable partners could not be overlooked, especially one that played a critical role in providing major technological components essential to global aviation operations.

28. Finally, consistent with the United States’ longstanding policy, the Delegate of the United States expressed support for Taiwan’s meaningful participation in ICAO’s technical work. This was not a matter of politics, but of ensuring that ICAO benefited from the expertise of all stakeholders who could contribute to global aviation safety and security. The United States therefore urged ICAO and its Member States to take steps to facilitate Taiwan’s inclusion in a manner that reflected the principles of collaboration and technical engagement that were central to the Organization’s mission.

29. In response to the preceding intervention, the Delegate of China firmly objected to the statement by the Delegate of the United States, which he viewed as interfering with the internal affairs

of China and exaggerating the Taiwan question. He stressed that there was no room for ambiguity, and that it was not just a technical issue, pointing out that the United Nations General Assembly Resolution 2758 provided a solid legal foundation in this regard.

30. In keeping with previous speakers, the Delegate of China also thanked the President of the Assembly for his excellent leadership and coordination, and the President of the Council, Secretary General and ICAO staff for their hard work. He likewise thanked all Delegates for the in-depth exchanges on international aviation and looked forward to continued and deepened cooperation with all parties.

Closing remarks by the Secretary General

31. The Secretary General began by expressing his sincere gratitude to the President of the 42nd Session of the Assembly, His Excellency, Eng. Naif Ali Al Abri (Oman) for his leadership and wise guidance which had been instrumental in encouraging consensus throughout the Assembly and in achieving decisive Resolutions that would shape the future of international civil aviation for years to come. He also extended his thanks to the ICAO Secretariat, the senior leadership and especially to all staff, whose tireless efforts behind the scenes had made this Assembly not only possible, but successful and enjoyable. The highest level of engagement at an Assembly in the history of ICAO had been achieved, with the unprecedented participation of 192 Member States and over 3000 Delegates, not only from States, but also from industry and international organizations. This was a powerful reminder of ICAO's role as the global forum for cooperation and a confirmation of its ongoing relevance as a specialized international organization; and a strong recognition of the Organization's achievements over the past 80 years.

32. Significant progress had been achieved towards the attainment of ICAO's long-term Strategic Plan.

33. In the area of safety and air navigation, the Assembly had endorsed the next editions of the Global Aviation Safety Plan and the Global Air Navigation Plan, to improve safety and air navigation. The Assembly had also addressed issues related to the Global Navigation Satellite System (GNSS) radio frequency interference; had committed to continuing to study a data-based approach to support raising the age limit for pilots; and had agreed on the expedited development and implementation of measures to facilitate legally compliant and safe operations of remotely piloted aircraft systems, unmanned aircraft systems, and advanced air mobility.

34. In the area of security, the Assembly had endorsed strategies for aviation security, building on the Muscat Declaration. Two Resolutions were adopted on advancing aviation security and cybersecurity, with another Resolution adopted to ensure that international civil aviation operations over and near conflict zones were protected. Delegates had reaffirmed their commitment to accelerating the pace of implementation of cyber protection and resilience measures and recognized the essential role of ICAO's universal safety and aviation security oversight and monitoring audit programmes. Further enhancements were agreed to better serve all Member States, and a Resolution was adopted reaffirming ICAO's strategic direction.

35. The Assembly likewise took a decisive step forward and reaffirmed ICAO's leadership role in accelerating aviation's transition to cleaner energy towards net-zero carbon emissions by 2050. The Assembly further endorsed the ICAO Global Framework for Sustainable Aviation Fuels, Lower Carbon Aviation Fuels, and other cleaner energy sources. A collective target of a 5 per cent CO₂ reduction by 2030 was also endorsed, with the Assembly calling for the full operationalization of the ICAO Finvest Hub, a platform designed to connect decarbonization projects with public and private investors. CORSIA, which was on track and continued to progress with enhanced participation and expanded coverage, was strengthened as the world's only global market-based measure for international aviation. Work advanced on broader environmental issues, including aircraft noise, local air quality, and non-CO₂ climate effects. Finally, the urgent need for aviation infrastructure and operations to adapt to climate impacts had been acknowledged.

36. The Assembly had also reviewed policies and adopted Resolutions to enhance air transport modernization and strengthen international cooperation across the legal, social, and economic dimensions of civil aviation. The Assembly endorsed a long-term strategy for air transport facilitation, building on the Doha Declaration, the strategic direction on facilitation. There was broad support on digital identity and innovation, advancing seamless travel through the global rollout of modern technologies. Support was reinforced for air crash victims and cooperation was expanded to combat human trafficking and migrant smuggling. The Assembly reaffirmed the importance of ICAO's No Country Left Behind strategic goal, the Next Generation of Aviation Professionals Programme, and the Gender Equality Programme.

37. In the legal area, the Assembly strongly urged States to accelerate progress on Treaty ratification and reviewed the work programme of ICAO in the legal field. A new Resolution was also adopted honouring 80 years of the Chicago Convention and its enduring work in advancing international air law.

38. Member States also reaffirmed their commitment to advancing air transport as a driver of economic prosperity and societal well-being for all. The significant progress made on the transformation of the Organization was recognized and a decision was made to continuously improve ICAO to address tomorrow's challenges and opportunities.

39. The Secretary General expressed his high appreciation to the Assembly for the approval of and broad support for ICAO's budget for the next triennium; its continued trust in the efforts of the Secretariat ensured the continuation of essential work under ICAO's long-term Strategic Plan to fulfil the Organization's vision and mission. It would be his distinct pleasure and honour, together with the entire Secretariat team, to work towards the implementation of ICAO's business and operating plans for the next triennium, but support was still required. During the Assembly, ICAO held its first-ever High-level Pledging Event with the aim of appealing for voluntary contributions to meet the sector's most pressing challenges and support the Organization's mission as per its Business Plan.

40. The new ICAO Strategic Fund was also launched to receive unearmarked contributions to support the implementation of the ICAO Strategic Goals, especially in areas related to safety, security and environmental sustainability. The Secretary General thanked all Member States and industry partners who had announced significant contributions, and he looked forward to more pledges of support that would help ensure that ICAO was equipped to serve the evolving needs of the sector. The Strategic Fund was now established and open to receive the first pledges of contributions.

41. Furthermore, in the margins of the Assembly, partnerships with Member States and organizations were strengthened towards over 25 new capacity development and implementation support agreements and over 60 bilateral meetings were held with Member States and organizations in this regard and these achievements reflected their commitment and cooperation. The Secretariat looked forward to working closely with the new Council and with all Member States on the effective implementation of these decisions. Significant strides had been made in the Organization's transformative efforts, and by working together, would continue to build on this momentum.

42. The Secretary General took the opportunity to congratulate the newly elected Council Member States, and noting that he remained committed to working closely with them by upholding the same transparency and accountability in support of ICAO's new Strategic Plan and goals. The entire Secretariat looked forward to working with all Member States to continue building on ICAO's transformation efforts. The 42nd Assembly had sent a clear message: aviation's transition to a safe, secure, and sustainable aviation system was achievable. The decisions taken by the Assembly would guide aviation for decades, with a positive impact that would benefit all nations and all peoples with safe skies and a sustainable future for all.

43. On behalf of his incredible Secretariat team, the Secretary General thanked the Assembly Delegates for their trust, collaboration, contributions and dedication to ICAO.

Closing remarks by the President of the Council

44. Prior to his closing remarks, the President of the Council recalled that during the Opening Session, he had delivered the Council President Certificates (CPCs) to a certain number of States, one being Senegal who had received the safety certificate. However, the Minister of Transport of Senegal in his statement had mentioned that, according to his analysis, Senegal also deserved a security certificate. Following a Secretariat review it was realized that not only Senegal, but Pakistan also deserved the certificate, whereupon the President welcomed Mr. Yankoba Diémé, Minister of Transport of Senegal and Mr. Nadir Shafi Dar, Director General of Pakistan to receive the ICAO CPC in security.

45. On behalf of the Council, the President of the Council extended his sincere appreciation to the President of the 42nd Session of the Assembly, His Excellency, Eng. Naif Ali Al Abri of Oman. He also expressed gratitude to the dedicated Vice-Presidents, Chairpersons, and Vice-Chairpersons of the Committees and Commissions. He then thanked the Secretary General and his wonderful Secretariat team for all their work and commitment, including the tireless efforts by the interpreters, which had allowed this Assembly to make such outstanding progress.

46. The President of the Council also acknowledged the outstanding work by Mrs. Jane Hupe, Deputy Director Environment, in leading the environmental and climate change agenda items at the last 11 Assemblies, with this Assembly being the first in which no Reservations were made against the Resolutions on those items. He was deeply grateful to the ICAO Council Representatives who had so carefully, often following extensive negotiations, prepared the proposals to this Assembly. In this regard he recalled the long negotiations in CAAF/3 and thanked its Chairperson, The Honourable Mr. Viliame Gavoka, Deputy Prime Minister and Minister for Tourism and Civil Aviation of Fiji, for the positive outcomes from the Conference that had led to proposals being adopted without controversial discussions during this Assembly. He also recognized the preparatory work undertaken at other high-level events such as the Conference on Facilitation, Security Week and the Ministerial Segment in Muscat, and the Fourteenth Air Navigation Conference, all of which had assisted the Assembly in its deliberations.

47. As the 42nd Session of the Assembly drew to a close, the President reflected on what had been accomplished and what lay ahead. This Assembly had shown that the spirit of international cooperation that had given birth to the *Convention on International Civil Aviation*, some 80 years ago, remained alive, relevant, and necessary. Over the past two weeks, the Assembly had engaged in discussions, some difficult, on topics of critical importance and had demonstrated the true strength of international cooperation. These deliberations would not only influence the next triennium, but the decades that followed.

48. In speaking about the state of global aviation at the beginning of the Assembly, the President recalled that he had spoken of the resilience of the aviation system that had returned to pre-pandemic levels, and of the urgency of the decisions before the Assembly as the world was waiting for transformation of the aviation sector. The Chicago Convention had given ICAO the responsibility to ensure a safe, secure and sustainable civil aviation system that connected the world for the benefit of all nations and peoples and that responsibility had never been more urgent. The discussions held and the decisions taken clearly demonstrated that there was momentum towards ICAO's Long-term Aspirational Goals. Dialogue and consensus had formed Resolutions that would build on this momentum.

49. As mentioned in his opening remarks to this Assembly, the public, industry, and future generations were asking: Would aviation remain the safest mode of transport? Would it rise to meet the climate imperative? Would it unlock opportunities for all, not just a few? This Assembly had shown that through cooperation and consensus, the answers could and must be, yes.

50. As this was his last Assembly as President of the ICAO Council, and having attended many Assemblies during his career, he acknowledged the increasing convergence of States, which was

not just a result of this Assembly, but of the impressive work done by the Organization to reduce differences between States and to help them to develop. It was a result of the common goal that No Country is Left Behind. It was not solely a matter of implementation of Standards, but a matter of maturity of the aviation system in each State. Aviation was not just about connecting places, it was about connecting people, opportunities, and hope across the globe. Together, the plan had been confirmed, and the tools were at hand; and now, through this Assembly, the commitment to a shared purpose had been reaffirmed. Let this Assembly be remembered as one that firmly set the course to transform global aviation for generations to come. Let it be remembered as one where global ambition became global action.

51. Before closing, the President thanked all Delegates for their work, commitment, consensus and trust and hoped that their deliberations at the Assembly would continue to inspire progress when they returned home; and with that, he and the Secretary General presented the President of the Assembly with a small token as a memory of this event.

Closing remarks by the President of the Assembly

52. In observing what a truly remarkable experience these past days had been in coming together to chart a shared course of the future of global aviation, the President of the Assembly reflected on the distinct privilege of sharing this journey with all Delegates and observers.

53. He explained that he was wearing the traditional dress of the Sultanate of Oman to represent not only his nation's history, but the enduring richness of every culture present; it was a visible promise that in this Assembly every tradition was honoured, and every voice was valued.

54. "The Sultanate of Oman is a land where ancient mountains meet endless deserts, overflowing into the vast open sea. These are not opposing factors but parts of a single harmonious body. It is a living lesson in finding strength in diversity, and just as my society has been shaped by a long history of peaceful multiculturalism and tolerance, this spirit of unity is something I am incredibly proud to share and is a principle I have carried with me like a compass throughout this Assembly. For centuries, my ancestors have navigated the open seas, carrying not just goods, but values, cultures, and ideas. Their legacy is a reminder that the human story has always been a collective voyage. Today, all stand on the deck of a new era, flying together towards a shared horizon, with the compass being hope; the destination, understanding; the cargo, opportunities; and it is my profound belief that differences are not a weakness, but the very source of collective strength".

55. "Eighty-one years ago, in the wake of conflict, the forbearers of ICAO gathered with a vision. They imagined an aviation system that would not be an instrument of division, but a tool to create and preserve friendship and understanding among the nations and peoples of the world. That vision is no longer just an idea; it is a living, breathing reality unfolding right here, right now, in this very space. Having debated and deliberated, Delegates have navigated complex issues, each tied to the vital interests of their homelands. Yet, in a world too often defined by discord, they have chosen collaboration, compromise and a shared future over a solitary path. In my role, I strove to be a neutral bridge builder, ensuring a balanced forum where the middle ground was not a compromise, but rather the strongest collective foundation. Guided by this integrity and by Delegates' collective wisdom, differences were navigated to arrive at a consensus that honoured every voice. This is the enduring powerful magic of this Assembly. It is a testament to what humanity can achieve in standing united, looking at the same horizon and moving towards it as one".

56. "The vision is not yet reality and the responsibility now passes from this Hall to State capitals, authorities, and industries; and as architects of that future, the work will always be about people. The powerful ICAO initiative of No Country Left Behind is a tribute to the collective commitment to leave no one on the ground, and ensure the shared voyage lifted every nation. In a world increasingly defined by data and technology, sight should never be lost of the human heart of the aviation industry. Every passenger is a guest, and every flight is an opportunity for human connection and understanding. This is the very essence of the power of aviation. The ability to be a platform for

storytelling and cultural exchange, where every traveller becomes an ambassador for positive impressions of a country and its people”.

57. The President of the Assembly then extended his heartfelt recognition to the President of the Council and the Secretary General of ICAO for their unwavering support and guidance. He also thanked the Vice-Presidents and Committee and Commission Chairpersons, and their tireless teams, for their leadership in steering the course of the Assembly; and he likewise voiced appreciation to the ICAO Secretariat, the interpreters, translators, and all who had worked behind the scenes. This Assembly’s success was a testimony to their unwavering dedication.

58. On a more personal note, it had been a profound honour for the President to preside over this Assembly on behalf of his nation, the Sultanate of Oman, and was an honour that carried deep significance and pride to the Arab world. He hoped that the shared journeys did not end at the Assembly and he would be truly honoured to welcome all to the Sultanate of Oman to witness a culture that had never been a wall, but always a bridge, and to allow the dialogue started at the Assembly to continue on its serene shores.

59. In concluding, the President of the Assembly thanked all Delegates for the trust placed in him and he wished them a safe journey home.

60. The President of the Assembly then declared the 42nd Session of the Assembly of ICAO closed.

61. The meeting adjourned at 1225 hours.

— END —

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