



A42-WP/661
EC/51
29/9/25

ASSEMBLY — 42ND SESSION

ECONOMIC COMMISSION

DRAFT TEXT FOR THE REPORT ON AGENDA ITEM 27

The attached material on Agenda Item 27 is submitted for consideration by the Economic Commission.

Agenda Item 27: Other issues to be considered by the Economic Commission***Aviation data – monitoring and analysis***

27.1 In WP/142, India presented an approach to use low-cost Software Defined Radio (SDR)-based Automatic Dependent Surveillance–Broadcast (ADS-B) receivers to capture aircraft-movement data for non-surveillance operational and analytical purposes, underscoring the need for accurate traffic data to support air traffic flow management (ATFM), capacity planning, economic regulation, billing accuracy, performance monitoring, and national reporting. The paper notes gaps at non-radar airports and remote locations and the high costs of traditional surveillance, and proposes a cost-effective, tiered deployment—certified surveillance with SDR backup at major airports and SDR-based receivers at regional/remote sites—feeding a centralized national repository integrated with billing, slot-management and ATFM systems. It highlighted expected economic benefits (lower capex/opex and improved data-driven oversight and forecasting) and invited the Assembly to support the establishment of a working group to standardize recommendations and guidance for adoption of SDR-based ADS-B for non-surveillance/statistics purposes.

27.2 In WP/143, India proposed a standardized Airline Health Score (AHS) to help airport operators manage financial exposure arising from credit-based service provision to airlines, noting the absence of a unified, transparent mechanism to gauge airline creditworthiness. Drawing on operational, financial, safety and customer-experience metrics and informed by existing dashboards in other jurisdictions, the paper envisaged a data-driven, scalable and transparent framework—potentially hosted by ICAO in partnership with industry—that would enable risk-based payment terms, improve contracting, and strengthen financial resilience. The Assembly was invited to take note of the issue, support the creation of a global working group to develop a standardized airline credit/health scoring system, and encourage cooperation among States, airport operators and industry associations under ICAO guidance.

27.3 In WP/140, the Republic of Korea highlighted the absence of a universally-agreed definition and scope of the civil aviation industry, which undermines consistent data reporting, economic measurement (including alignment with the Aviation Satellite Account), and policy planning. Noting divergent national interpretations—such as whether to include aircraft manufacturing—and the emergence of new domains (e.g., urban air mobility (UAM), unmanned aircraft, and commercial space), the paper proposed a core/extended framework aligned with international statistical standards (International Standard Industrial Classification (ISIC), Central Product Classification (CPC), System of National Accounts (SNA)) to strengthen comparability and institutional coordination. It invited the Assembly to initiate an ICAO-led process, in collaboration with the United Nations Statistics Division (UNSD) and stakeholders, to develop a standardized classification and to incorporate it into future Aviation Satellite Account updates and related ICAO statistical guidance.

27.4 The Commission opined that the proposal for the deployment of SDR based ADS-B receivers, in WP/142, had the potential to enhance statistical accuracy and improve forecasting at a relatively low cost. In this regard, the Commission recommended that the Assembly refer the proposals, set forth in WP/142, for further examination and refinement by the appropriate ICAO technical panels and working groups.

27.5 The Commission considered WP/143, which proposed the development of a standardized Airline Health Score to monitor the financial and operational soundness of airlines. While acknowledging India's concerns in WP/143, the majority of States was not in favour of the proposal, noting that oversight of airline financial health is a matter of State responsibility, that effective monitoring tools already exist, and that the suggested framework would be overly complex. The Commission therefore agreed that the responsibility for monitoring airline financial viability rests with individual State authorities and did not support the establishment of an ICAO-led Airline Health Score system.

27.6 The Commission welcomed the initiatives outlined in WP/140 and emphasized the importance of establishing a harmonized definition and scope for the civil aviation industry. It expressed strong support for developing a standardized global definition to enhance data comparability and strengthen policy planning. One State, however, cautioned that a single worldwide definition might be neither necessary nor practical, stressing the need for States to retain flexibility in classifying their aviation sectors according to national priorities. In response, the Secretariat informed the Commission that related work is already underway through the Statistics Division which are specifically designed to incorporate such flexibility.

Other issues

27.7 In WP/484, co-sponsored by the International Business Aviation Council (IBAC), Chile highlighted the vital role of aerial work in disaster response and emergencies, noting its contribution to economic development and public safety. The paper emphasized that activities such as firefighting, medical evacuations, and surveillance often face regulatory barriers when conducted across borders. Chile shared the 2023 Latin American Civil Aviation Commission (LACAC) Memorandum of Understanding as a successful regional initiative to facilitate foreign aerial work operations during emergencies. The Assembly was invited to take note of this experience and consider including guidance or model agreements in ICAO's work programme to facilitate foreign operators' access to markets for aerial work, especially in cases of urgent need.

27.8 In WP/405, Cuba reported that the continued imposition of unilateral and extraterritorial measures, particularly the embargo imposed by the United States, has severely hindered the economic development and sustainability of its civil aviation sector. These measures, which include restrictions on aircraft acquisition, financial transactions, and limited access to meeting/event platforms, were described as violations of the Chicago Convention and international law. Cuba called on the Assembly to recognize the negative impact of such actions and urged States to refrain from enacting laws that undermine the sovereignty and legitimate interests of other States, in support of ICAO's principles and the *No Country Left Behind* initiative.

27.9 Through WP/136, India highlighted the growing strategic importance of non-aeronautical revenues for airports, particularly in the context of public-private partnerships and rapid traffic growth. The WP shared key trends in non-aeronautical agreements, global best practices in non-aeronautical revenue generation, as well as India's perspective and strategic priorities. India called on ICAO to develop guidance and model clauses for non-aeronautical agreements, promote regulatory harmonization, and support capacity-building initiatives to enhance financial sustainability, innovation, and equitable commercial partnerships in line with ICAO's economic policies and the *No Country Left Behind* initiative.

27.10 In Information paper WP/248 Revision No. 1, Iran (Islamic Republic of), co-sponsored by the Interstate Aviation Committee (IAC), highlighted the wide-ranging adverse impacts of unilateral economic sanctions on its civil aviation sector, emphasizing that such measures compromise safety, efficiency, and economic viability at both national and global levels. The paper outlines constraints affecting aircraft procurement, maintenance, financial transactions, insurance, operational continuity, and workforce stability, all of which undermine the principles of equality, cooperation, and safe air transport established in the Chicago Convention. Iran called on the Assembly to exclude civil aviation from the scope of unilateral sanctions, assist affected States through ICAO technical and policy support and promote international cooperation to safeguard civil aviation from disruptions caused by unilateral sanctions.

27.11 In Information paper WP/277, Saudi Arabia presented the recent reforms aimed at strengthening the economic regulatory environment for civil aviation in the State. The Information paper outlined the issuance and updating of regulations governing airports, ground handling, air cargo, air transport services, and air navigation, designed to enhance market efficiency, attract investment, and support national objectives in line with the Saudi Vision 2030. These measures promote fair competition, transparency, and service quality while creating job opportunities and increasing market efficiency and value. Saudi Arabia emphasized the adoption of key principles, including stakeholder engagement, phased implementation to ensure smooth transition, and the provision of an operational model and guiding principles to support effective application.

27.12 The Commission discussed the proposal in WP/484, highlighting the importance of aerial work in emergency response and public safety. It noted the regional initiative aimed at facilitating foreign aerial operations during emergencies, along with the proposal to develop ICAO guidance or model agreements to enable timely and coordinated access in such situations. Member States expressed general support for this initiative, recognizing its potential to enhance regulatory clarity and operational efficiency in cross-border emergency contexts. At the same time, several Member States emphasized the need to carefully assess legal and practical implications, particularly considering that this type of activity is not conventionally addressed in Air Services Agreements (ASAs). In light of the general support and the considerations raised, the Commission recommended that the Assembly requested that the Council, with contributions of the relevant technical bodies, explore the feasibility of developing general guidance or model agreements for States with a view to facilitating foreign aerial work operations, particularly in emergency situations.

27.13 The Commission noted the information contained in WP/405. Some States expressed caution against unilateral measures, citing their negative impact on the ability of States to develop civil aviation as safeguard under the Chicago Convention. They emphasized ICAO's role as a neutral platform for fostering safe and orderly development of international civil aviation, based on equality of opportunity. One State reaffirmed the position that ICAO is not an appropriate forum to discuss its sanctions. It also reiterated its actions in and commitment to fulfilling its international obligations to ensure the safety and security of international aviation. The Commission noted that the issues have been raised at previous Assemblies, and recommended that these matters be brought to the attention of the President of the Council, whose "good offices" had been involved in these issues in the past.

27.14 The Commission discussed WP/136 and noted the proposal for ICAO to develop guidance and model clauses for non-aeronautical agreements, promote regulatory harmonization, and support capacity-building initiatives to enhance financial sustainability and equitable commercial partnerships. While several Member States expressed support for the initiative, recognizing the need for more diverse

revenue models given the growth of public private partnerships and global airport management structures, the majority of interventions voiced clear reservations. Concerns were raised regarding ICAO's mandate in commercial matters, the complexity of developing practical guidance and the distinct nature of non-aeronautical activities, which may require alternative approaches. It was further highlighted that ICAO has existing guidance addressing non-aeronautical sources of revenue, and any future work should build on these existing materials. In view of the mixed perspectives, the Commission concluded that further consideration would be needed before initiating formal work in this area, and recommended that ICAO continue monitoring developments and revisit the issue when considered appropriate.

27.15 The Commission noted WP/248 and WP/277.

— END —