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ASSEMBLY — 41ST SESSION
TECHNICAL COMMISSION

DRAFT TEXT FOR THE REPORT
ON
AGENDA ITEM 30

The attached material on Agenda Item 30 is submitted for consideration by the Technical Commission.

Agenda Item 30: Aviation Safety and Air Navigation Policy**Global Aviation Safety Plan (GASP), and implementation of regional and national aviation safety plans**

30.1 The Commission reviewed A41-WP/46, presented by the Council, which put forward the 2023-2025 (fourth) edition of the *Global Aviation Safety Plan* (GASP, Doc 10004) for endorsement by the Assembly. The revised GASP sets forth the global strategy for the continuous improvement of aviation safety. It provides a framework in which regional and national aviation safety plans (RASP and NASP) are developed and implemented. The Commission recommended that the Assembly endorse the 2023-2025 edition of the GASP.

30.2 The Commission reviewed the following papers regarding the 2023-2025 edition of the GASP: A41-WP/109 presented by Bangladesh; A41-WP/118, presented by Singapore and co-sponsored by Australia, Bangladesh, Canada, China, Malaysia, Papua New Guinea, Thailand, Flight Safety Foundation (FSF) and the International Air Transport Association (IATA), as well as by Fiji, New Zealand, Palau, Samoa, the other Member States of the European Civil Aviation Conference (ECAC)¹, Member States of the European Union (EU)², European Organisation for the Safety of Air Navigation (EUROCONTROL) and the International Coordinating Council of Aerospace Industries Associations (ICCAIA); A41-WP/136 presented by Japan; A41-WP/252 presented by the African Civil Aviation Commission (AFCAC) on behalf of 54 Member States³; A41-WP/373 presented by Colombia and supported by Argentina, Bolivia (Plurinational State of), Brazil, Chile, Dominican Republic, El Salvador, Guyana, Mexico, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of); and A41-WP/94, presented by ICCAIA, the International Federation of Air Line Pilots Associations (IFALPA) and the International Federation of Air Traffic Controllers Associations (IFATCA). The Commission agreed on the need for ICAO to continue supporting regions and States in the development and implementation of their RASPs and NASPs, in line with the latest edition of the GASP, by creating and updating tools, guidance and capacity-building efforts to assist all stakeholders in achieving the GASP goals. The Commission further agreed on the need for ICAO, through relevant expert groups, to include consideration of regional aircraft operations, the implementation of new technologies, as well as the need for regulatory cooperation and harmonized policies in support of operational safety in forthcoming editions of the GASP or related documentation.

30.3 Information papers were provided by Oman (A41-WP/116) and the United States (A41-WP/582).

Latest developments related to the Global Air Navigation Plan (GANP)

30.4 The Commission reviewed A41-WP/45, presented by the Council, which called for the endorsement of a minor update of the *Global Air Navigation Plan* (GANP, Doc 9750 – Seventh Edition), and proposed an outlook for the eighth edition. The seventh edition of the GANP, available via the GANP Portal (<https://www4.icao.int/ganpportal>), proposed an update to the safety key performance area of GANP performance framework, as well as a maintenance process to keep it current. It also proposed a mapping of the essential services outlined in the Basic Building Block (BBB) framework to the Protocol Questions (PQs) of the Universal Safety Oversight Audit Programme (USOAP) as well as minor updates to the BBB and the Aviation System Block Upgrade (ASBU) frameworks. The Commission recommended that the Assembly endorse the seventh edition of the GANP. The Commission supported

the proposed outlook for the eighth edition of the GANP and proposed to consider making the GANP content available in a portable document format (PDF) for better readability.

30.5 The Commission reviewed A41-WP/131, presented by China and Singapore, and co-sponsored by Brazil, Japan, Thailand and the United States, and agreed that ICAO define new key performance indicators (KPIs) within the GANP performance framework applicable to the Trajectory-Based Operation (TBO) concept. The Commission encouraged the aviation community to consider the use of such indicators, when available, to quantify the TBO benefits.

30.6 The Commission reviewed A41-WP/244 presented by Uruguay, and co-sponsored by Guyana and the Member States of the Latin American Civil Aviation Commission (LACAC)⁴, which called for collaboration between safety and air navigation. The Commission reviewed the practical approaches proposed to improve this collaboration at global and regional levels. The Commission noted the work done, as part of the update to the safety key performance area, to define common safety indicators for the GANP and the GASP. To further improve the alignment between the GANP and the GASP, the Commission agreed that ICAO consider defining a common aspirational safety goal and cross-referencing the GASP high-risk categories, goals and targets in the safety KPA of the GANP performance framework. The Commission agreed to encourage the regional groups to work jointly on cross-cutting GANP and GASP issues, and to consider organizing interactive awareness-raising workshops between the three ICAO global plans, i.e. GANP, GASP and the Global Aviation Security Plan (GASeP).

30.7 The Commission reviewed A41-WP/134, presented by United Arab Emirates, which highlighted the importance of global, regional and national harmonization of performance-based air navigation planning. The Commission urged States as well as planning and implementation regional groups (PIRGs) to establish a performance-based management approach and define performance targets according to their needs.

30.8 The Commission reviewed A41-WP/148, presented by Saudi Arabia on behalf of the Arab Civil Aviation Organization (ACAO)⁵ States, which highlighted the importance of national air navigation planning. The Commission agreed with the proposed amendment to the draft resolution proposed in A41-WP/45, as shown in the Appendix to A41-WP/148 and amended by the discussions, which invited ICAO to progress in the development of guidance material related to the national air navigation plan during the upcoming editions of the GANP and to collect and share best practices, lessons learned, and benchmark results related to the implementation of air navigation operational improvements.

30.9 The Commission reviewed the following papers related to the challenges and opportunities of advancing the global aviation system while maintaining the flexibility to integrate innovative concepts and new operations: A41-WP/237 and Corrigendum No. 1, presented by United States, and co-sponsored by Thailand; and A41-WP/87, presented by ICCAIA and the Civil Air Navigation Services Organisation (CANSO) and co-sponsored by Brazil. The Commission noted the ongoing update of the Global ATM Operational Concept and the review of the conceptual roadmap for the eighth edition of the GANP, and agreed that the characteristics for the next era of air traffic and aerospace management system, outlined in A41-WP/87, be brought to the attention of the relevant expert groups. In this regard, the Commission agreed that the proposed Assembly resolution contained in WP/87 was not needed. The Commission highlighted the need to support the work of the ICAO Standards Roundtable and the participation of unconventional (non-aviation) industries, through the ICAO established mechanisms, to provide guidance to the eighth edition of the GANP. With respect to the use

of direct submissions, the Commission noted that the Executive Committee was considering such matters under Agenda Item 23.

30.10 The Commission reviewed A41-WP/133, presented by Japan, which emphasized the importance of the environment and in particular of collaboratively improving the air navigation system to address decarbonisation for the sustainable future development of civil aviation. The Commission encouraged Member States to exchange information on measures for sustainable development of aviation and further collaborate for decarbonisation through the improvement of the air navigation system.

30.11 Information papers provided by Brazil (A41-WP/286), Japan (A41-WP/251) and the United States (A41-WP/599) were noted.

30.12 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary, the following resolution to supersede Assembly Resolution A40-1:

Resolution 30/1: ICAO global planning for safety and air navigation

Whereas ICAO strives to achieve the goal of a safe and orderly development of civil aviation through cooperation among Member States and other stakeholders;

Whereas to realize this goal, the Organization has established Strategic Objectives, including objectives for safety and for air navigation capacity and efficiency;

Recognizing the importance of global frameworks and regional and national plans to support the Strategic Objectives of ICAO;

Recognizing the importance of effective implementation of regional and national plans and initiatives based on the global frameworks;

Recognizing that further progress in improving the global safety, capacity and efficiency of civil aviation is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO; and

Noting the approval by the Council of the ~~third~~ 2023-2025 edition of the Global Aviation Safety Plan (GASP) and of the ~~sixth~~ seventh edition of the Global Air Navigation Plan (GANP);

The Assembly:

1. *Endorses* the ~~third~~ 2023-2025 edition of the Global Aviation Safety Plan (GASP) and the ~~sixth~~ seventh edition of the Global Air Navigation Plan (GANP) as the global strategic directions for safety and the evolution of the air navigation system, respectively;
2. *Resolves* that ICAO shall implement and keep current the GASP and the GANP to support the relevant Strategic Objectives of the Organization, while ensuring necessary stability;
3. *Resolves* that these global plans shall be implemented and kept current in close cooperation, collaboration and coordination with all concerned stakeholders;

4. *Resolves* that these global plans shall provide the frameworks in which regional, subregional and national plans will be developed and implemented, thus ensuring consistency, harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency;
5. *Urges* Member States to develop sustainable solutions to fully exercise their safety oversight and air navigation responsibilities which can be achieved by sharing resources, utilizing internal and/or external resources, such as regional and subregional organizations and the expertise of other States;
6. *Urges* Member States to demonstrate the political will necessary for taking remedial actions to address safety and air navigation deficiencies, including those identified by Universal Safety Oversight Audit Programme (USOAP), through the GASP, the GANP and the ICAO regional planning process;
7. *Urges* Member States, the industry and financing institutions to provide the needed support for the coordinated implementation of the GASP and GANP, as well as regional and national plans, avoiding duplication of efforts;
8. *Calls* upon States and invites other stakeholders to cooperate in the development and implementation of regional, subregional and national plans based on the frameworks of the GASP and GANP;
9. Instructs the Secretary General to promote, make available and effectively communicate the GASP and the GANP; and
10. Declares that this resolution supersedes Resolution ~~A39-12~~ ~~A40-1~~ on ICAO global planning for safety and air navigation.

APPENDIX A

Global Aviation Safety Plan (GASP)

Reaffirming that the primary objective of the Organization continues to be the improvement of safety and an associated reduction in the number of accidents and related fatalities within the international civil aviation system;

Recognizing that safety is a responsibility involving ICAO, Member States and all other stakeholders;

Recognizing the safety benefits that can be drawn from partnerships between States and industry;

~~*Recognizing* that the High-level Safety Conference (2010) reaffirmed the need for the ICAO safety framework to continuously evolve to ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environment;~~

~~*Noting* that the expected increase in international civil aviation traffic will result in an increasing number of aircraft accidents unless the accident rate is reduced a safe, resilient and sustainable aviation system contributes to the economic development of States and their industries;~~

Recognizing the need to maintain the public's confidence in air transport by providing access to relevant safety information;

Recognizing that a proactive approach in which a strategy is established to set ~~priorities~~ goals, targets and indicators to manage ~~organizational challenges and operational~~ safety risks is of paramount importance to the achievement of further improvements in aviation safety;

Recognizing that regional aviation safety groups have been implemented by ICAO, taking into account the needs of the various regions and building on the already existing structures and forms of cooperation;

Noting the intent to apply ~~the safety management principles~~ a risk-based approach to managing safety in the GASP to enhance safety by focusing action where it is most needed;

Noting the development of the global aviation safety roadmap, as an action plan to assist the aviation community in ~~implementing the safety initiatives presented in achieving~~ the GASP ~~goals~~, through a structured, common frame of reference for all relevant stakeholders; and

Noting the need to assist Member States in ~~implementing safety management principles and mitigate risks on identified operational issues~~ building upon safety oversight systems to adopt a safety management approach under their State safety programme (SSP);

The Assembly:

1. *Stresses* the need for continuous improvement of aviation safety through a reduction in the number of accidents and related fatalities in air transport operations, ~~including regional aircraft operations~~, in all parts of the world, particularly in States where safety records are significantly worse than the worldwide average;
2. *Stresses* that limited resources of the international aviation community should be used strategically to support States or regions ~~whose safety oversight maturity is not at an acceptable level~~ seeking assistance to strengthen safety oversight capabilities or facilitate State safety programme (SSP) ~~implementation~~;
3. *Urges* Member States to implement national aviation safety plans consistent with the GASP to continually reduce fatalities and the risk of fatalities;
4. *Urges* Member States, regional safety oversight organizations (RSOOs), regional aviation safety groups (RASGs) and international organizations concerned to work with all stakeholders to implement regional aviation safety plans consistent with the GASP to continually reduce fatalities and the risk of fatalities;
5. *Urges* States to fully exercise safety oversight of their operators in full compliance with applicable Standards and Recommended Practices (SARPs), and assure themselves that every foreign operators flying into their territory receives adequate oversight from its own State and take appropriate action when necessary to preserve safety; and

6. *Encourages* ICAO to continue the development of ~~the global aviation safety roadmap, as required~~ guidance material and tools to support the development and implementation of national and regional aviation safety plans.

APPENDIX B

Global Air Navigation Plan (GANP)

Whereas the enhancement of the safety, capacity and efficiency of aviation operations is a key element of the ICAO Strategic Objectives;

Having adopted Resolution ~~A40-4~~ A41-xx, a consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation;

Recognizing the importance of GANP as an operational strategy and part of the basket of measures to achieve ICAO's global aspirational goals on CO₂ emissions; and

Recognizing that many States and regions are developing new air navigation plans for their own air navigation modernization and transformation;

Recognizing that sharing of best practices, lessons learned, and provision of guidance material can support States in the introduction of operational improvements in cost-effective manner through the adoption of advanced systems without going through intermediate steps;

The Assembly:

1. *Instructs* the Council to use the guidance in the Global Air Navigation Plan (GANP) to develop and prioritize the technical work programme of ICAO in the field of air navigation;
2. *Urges* the Council to provide States with a standardization and evolution roadmap, as announced in the GANP, as a basis for the work programme of ICAO;
3. *Calls upon* States, planning and implementation regional groups (PIRGs), and the aviation industry to utilize the guidance provided in the GANP for planning and implementation activities which establish priorities, targets and indicators consistent with globally-harmonized objectives, taking into account operational needs;
4. *Calls upon* States to take into consideration the GANP guidelines, for the implementation of operational improvements as part of their national strategy to reduce the environmental impact, including CO₂ emissions, from international aviation
5. *Calls upon* States, PIRGs, and the aviation industry to provide timely information to ICAO, and to each other, regarding the implementation status of the GANP, including the lessons learned from the implementation of its provisions of the operational improvements outlined in the ASBU framework;

6. *Invites* PIRGs to use ICAO standardized tools or adequate regional tools to monitor and, in collaboration with CAO, analyse the implementation status of air navigation systems;
7. *Instructs* the Council to publish the results of the analysis on the regional performance dashboards ~~and in an annual global air navigation report~~ including, as a minimum, the key implementation priorities and accrued environmental benefits associated with the implementation of the operational improvements outlined in the ASBU framework;
8. *Urges* States that are developing new air navigation plans, for their own air navigation modernization, to coordinate with ICAO and align their plans so as to ensure regional harmonization, and global compatibility and ~~harmonization-interoperability~~; ~~and~~
9. *Instructs* the Council to continue developing the GANP, keeping it current with evolving ~~technology~~ and emerging technologies and operational requirements; and
10. *Invites* ICAO to progress in the development of guidance material related to the national air navigation plan during the upcoming revisions of the GANP and collect and share best practices, lessons learned, and benchmark results related to the implementation of operational improvements.

Relevant Outcomes of the High-level Conference on COVID-19, Safety Stream (HLCC 2021)

Outcomes of HLCC 2021 on operational measures related to the COVID-19 pandemic

30.13 The Commission reviewed A41-WP/41, presented by the Council, which reported on the work accomplished by the High-level Conference on COVID-19 (HLCC 2021) under the Safety Stream. The Commission recognized the importance of convening divisional-type meetings ahead of Assembly sessions as a means to recommend additional technical work for ICAO in due time for budgetary preparation for the following triennium as well as to allow the Technical Commission to focus on global plans and policy decisions, thereby improving the efficiency of Assemblies.

30.14 The Commission, in reviewing A41-WP/104 presented by Bangladesh; A41-WP/188 presented by Japan; A41-WP/230 presented by United Arab Emirates and supported by Bahrain, Kuwait, Oman, Qatar, Saudi Arabia; A41-WP/377 presented by Indonesia; A41-WP/311 presented by AFCAC on behalf of its 54 Member States³; and A41-WP/534 presented by the Member States of the Central American Corporation for Air Navigation Services (COCESNA)⁶, recalled relevant HLCC 2021 recommendations, and requested ICAO and its Member States to continue taking necessary measures to action these recommendations that could be further informed by the contents of these working papers. The Commission further expressed its strong support for a number of the working papers. In noting some concerns raised with A41-WP/230 and A41-WP/377, the Commission agreed that the content of the working papers should be referred to the appropriate expert groups for further consideration.

30.15 The Commission reviewed A41-WP/193, presented by Canada and co-sponsored by Costa Rica, Côte d'Ivoire, Dominican Republic, Kenya, Mexico, New Zealand, Oman, Senegal, the EU and its Member States², the other Member States of the ECAC¹, and EUROCONTROL, regarding the need to review Annex 13 to address conflict of interest scenarios during safety investigations in order to enhance the credibility and transparency of aircraft accident investigations. It was noted that this matter was within the scope of the existing ICAO work programme. The Commission expressed its strong

support to the working paper and agreed that its content should be forwarded to the appropriate expert group.

Outcomes of HLCC 2021 on safety management

30.16 The Commission reviewed A41-WP/246, Revision No. 1 presented by Chile, Costa Rica, Dominican Republic, Panama, Singapore and FSF and co-sponsored by ICCAIA; A41-WP/408 presented by Venezuela (Bolivarian Republic of) and supported by Argentina, Bolivia (Plurinational State of), Colombia, Dominican Republic, Ecuador, El Salvador, Guyana, Mexico, Panama, Paraguay, Peru, Suriname and Uruguay; A41-WP/380 presented by Venezuela (Bolivarian Republic of) and supported by Argentina, Costa Rica, Dominican Republic and Panama; A41-WP/303 presented by AFCAC on behalf of its 54 Member States³; A41-WP/218 presented by Brazil and supported by LACAC⁴; A41-WP/187 presented by Ecuador and supported by Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Dominican Republic, El Salvador, Guyana, Mexico, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of); A41-WP/314 presented by Ecuador and supported by Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, El Salvador, Guatemala, Guyana, Mexico, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of); A41-WP/128 presented by Singapore and co-sponsored by Bangladesh, Canada, China, Japan, Malaysia, New Zealand, Papua New Guinea, Republic of Korea, Thailand, United States, Member States of the EU², the other Member States of the ECAC¹, EUROCONTROL and the FSF; A41-WP/248 presented by India; A41-WP/236 presented by Canada and Japan and co-sponsored by New Zealand; A41-WP/395 presented by Chile and supported by 20 Member States of LACAC⁴, Guyana and Suriname; A41-WP/306 presented by Colombia and supported by Argentina, Bolivia (Plurinational State of), Chile, Dominican Republic, Ecuador, El Salvador, Guyana, Mexico, Panama, Paraguay, Peru, Suriname, Uruguay and Venezuela (Bolivarian Republic of); and A41-WP/120 and A41-WP/216 presented by China. The Commission noted that the contents of these working papers could further inform the actions to address the HLCC 2021 Recommendations and agreed to refer them to the appropriate expert groups along with concerns raised during the discussions.

30.17 With respect to A41-WP/303, the Commission noted support for the application of safety management systems (SMS) to ground handling service providers, while reinforcing the need for a flexible and balanced approach as reflected by the recommendation from the HLCC. Concerns were expressed regarding A41-WP/306, specifically the need to strike a balance between harmonization and tailoring of safety performance indicators to operational risk. Regarding A41-WP/120 and A41-WP/128, the need to respect the principles for the protection of safety data, safety information and related sources outlined in ICAO Annex 19 was emphasized.

30.18 Information papers provided by Brazil (A41-WP/551), China (A41-WP/460), Iran (Islamic Republic of) (A41-WP/195), Saudi Arabia (A41-WP/522), the United Arab Emirates (A41-WP/537), the United States (A41-WP/378) and the Interstate Aviation Committee (IAC) (A41-WP/72) were noted.

HLCC outcomes on radio frequency spectrum matter

30.19 The Commission reviewed A41-WP/227 presented by Saudi Arabia on behalf of the ACAO States⁵; A41-WP/266 presented by Colombia and supported by Argentina, Bolivia (Plurinational State of), Brazil, Chile, Dominican Republic, Ecuador, Guyana, Panama, Paraguay, Peru, Uruguay and

Venezuela (Bolivarian Republic of); A41-WP/406 presented by the Member States of COCESNA⁶ and A41-WP/80, presented by the Airports Council International (ACI), CANSO, IATA, ICCAIA, IFALPA, IFATCA, and co-sponsored by the FSF, regarding potential interference from 5G deployment to the radio altimeter. The Commission recalled relevant HLCC 2021 Recommendations, and requested ICAO and its Member States to continue taking necessary measures and efforts to ensure that radio altimeters and other aeronautical systems are free from harmful interference, including implementation of mitigation measures, sharing of best practices, as well as development of relevant provisions and guidance. Furthermore, recognizing the criticality of radio frequency spectrum, the Commission encouraged States and regions to actively participate in spectrum defence activities and to endorse the ICAO position for the twenty-third meeting of the International Telecommunication Union World Radiocommunication Conferences (ITU WRC-23) (State letter E 3/5-21/37).

30.20 Information papers provided by Brazil (A41-WP/536), Oman (A41-WP/410) and United States (A41-WP/561) were noted.

30.21 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary, the following resolution to supersede Assembly Resolution A38-6:

Resolution 30/2: Support of the ICAO policy on radio frequency spectrum matters

Whereas ICAO is the specialized agency of the United Nations responsible for the safety, regularity and efficiency of international civil aviation;

Whereas ICAO adopts international Standards and Recommended Practices (SARPs) for aeronautical communications systems and radio navigation aids;

Whereas the International Telecommunication Union (ITU) is the specialized agency of the United Nations regulating the use of the radio frequency spectrum;

Whereas the ICAO position, as approved by the Council, for ITU World Radiocommunication Conferences (WRCs) is the result of the coordination of international aviation requirements for radio frequency spectrum;

Whereas a comprehensive frequency spectrum strategy is required by aviation to support timely availability and appropriate protection of adequate spectrum;

Whereas a sustainable environment for growth and technology development is required to support safety and operational effectiveness for current and future operational systems and allow for the transition between present and future technologies;

Recognizing that the development and the implementation of the communications, navigation, and surveillance/air traffic management (CNS/ATM) systems and the safety of international civil aviation could be seriously jeopardized unless requirements for appropriate aviation safety spectrum allocations are satisfied and the continued protection of those allocations is achieved;

Recognizing that unresolved spectrum issues relating to aeronautical safety services have resulted in flight cancellations, degradations of air traffic management services and interruptions of flight operation;

Recognizing that to ensure optimal use of the frequency spectrum allocated to aviation, efficient frequency management and use of best practices are required;

Recognizing that support from ITU member administrations is required to ensure that the ICAO position is supported by the WRC and that aviation requirements are met;

Considering the urgent need to increase such support due to the growing demand for spectrum and aggressive competition from commercial telecommunications services;

Considering the increased level of ITU WRC preparation activities associated with the growing demand for bandwidth from all users of the radio frequency (RF) spectrum, as well as the increased importance of the development of regional positions by regional telecommunication bodies such as APT, ASMG, ATU, CEPT, CITEL and RCC4; and

Considering Recommendations 7/3 and 7/6 of the Special Communications/Operations Divisional Meeting (1995) (SP COM/OPS/95), Recommendation 5/2 of the 11th Air Navigation Conference (2003), and Recommendation 1/12 of the 12th Air Navigation Conference (2012), and Recommendation 5/5 of the High-level Conference on COVID-19 (2021);

The Assembly:

1. *Urges* Member States, international organizations and other civil aviation stakeholders to support firmly the ICAO frequency spectrum strategy and the ICAO position at WRCs and in regional and other international activities conducted in preparation for WRCs, including by the following means:

- a) working together to deliver spectrum-efficient aeronautical systems as well as frequency management and that meet current “best practices” to demonstrate the effectiveness and relevance of the aviation industry in spectrum management;
- b) supporting ICAO activities relating to the aviation frequency spectrum strategy and policy through relevant expert group meetings and regional planning groups;
- c) undertaking to provide for aviation interests to be fully integrated in the development of their positions presented to regional telecommunications fora involved in the preparation of joint proposals to the WRC;
- d) including in their proposals to the WRC, to the extent possible, material consistent with the ICAO position;
- e) supporting the ICAO position and the ICAO policy statements at ITU WRCs as approved by Council and incorporated in the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation (Doc 9718);
- f) undertaking to provide civil aviation experts to fully participate in the development of States’ and regional positions and development of aviation interests at the ITU; and
- g) ensuring, to the maximum extent possible, that their delegations to regional conferences, ITU study groups and WRCs include experts from their civil aviation authorities and other civil aviation stakeholders who are fully prepared to represent aviation interests;

2. *Urges* Member States to consider, as a priority, public and aviation safety when deciding how to enable new or additional services, and to consult with aviation safety regulators, subject matter experts

and airspace users, to provide all necessary considerations and to establish regulatory measures to ensure that incumbent aviation systems and services are free from harmful interference.

23. *Requests* the Secretary General to bring to the attention of ITU the importance of adequate radio frequency spectrum allocation and protection for the safety of aviation;

34. *Instructs* the Council and the Secretary General, as a matter of high priority within the budget adopted by the Assembly, to ensure that the resources necessary to support the development and implementation of a comprehensive aviation frequency spectrum strategy as well as increased participation by ICAO in international and regional spectrum management activities are made available; and

45. *Declares* that this resolution supersedes Resolution ~~A36-25~~ A38-6.

¹ Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Türkiye, Ukraine and the United Kingdom.

² Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden.

³ Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cabo Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Eswatini, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, São Tomé and Príncipe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, Sudan, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

⁴ Argentina, Aruba (Kingdom of the Netherlands), Belize, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Peru, Paraguay, Uruguay, Venezuela (Bolivarian Republic of).

⁵ Algeria, Bahrain, Comoros, Djibouti, Egypt, Iraq, Jordan, Kuwait, Lebanon, Libya, Mauritania, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Somalia, Sudan, Syrian Arab Republic, Tunisia, United Arab Emirates, and Yemen

⁶ Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.