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ASSEMBLY — 41ST SESSION

REPORT OF THE EXECUTIVE COMMITTEE ON AGENDA ITEM 23

(Presented by the Chairperson of the Executive Committee)

The attached report on Agenda Item 23
has been approved by the Executive Committee.

Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the report folder.

(4 pages)

Agenda Item 23: Innovation in Aviation*Review of ICAO processes and development of ICAO Standards*

23.1 ICAO Secretariat presented WP/42, *Report on the Implementation of Assembly Resolution A40-27 Innovation in Aviation*, highlighting the measures taken during the last triennium to implement Assembly Resolution A40-27 Innovation in aviation. The Executive Committee welcomed the work undertaken since the 40th Session of the Assembly. It also endorsed the priorities of ICAO on the promotion of innovation in aviation in support of the ICAO Strategic Objectives and of the ICAO Member States. Member States are encouraged to consider their involvement in such priorities and any future resulting from the deliberations of the ICAO Council. Finally, the Executive Committee recognized the relevance of the four dimensions of innovation identified in the paper and the importance of the innovation in working methods, systems and technology to facilitate the implementation of Resolution A40-27 and support the resilience of the aviation system.

23.2 Canada presented WP/200, *Review of ICAO Processes to help respond to new and emerging aviation trends*, submitted jointly with Japan and the United States and supported by New Zealand, Singapore and the International Coordinating Council of Aerospace Industries Associations. This paper called ICAO to formalize the process of direct submission to stimulate early implementation and leverage more rapidly the benefits of innovation. In noting and welcoming that ICAO is currently reviewing the direct submission process, the Committee supported the concept of direct submission and agreed that the principles presented in para 2.4 of WP/200, including the need to define the appropriate level of interaction with the ICAO Panels, as well as the need to be technology neutral and the importance of the independence of ICAO, be brought to the attention of the reviewing body for its consideration. The Committee suggested that ICAO presents the direct submission process to States, once finalized.

23.3 The Executive Committee noted WP/325, *Optimizing development of ICAO Standards an associated procedure for effective implementation*, submitted by the United States and co-sponsored by Thailand, Singapore, Malaysia, New Zealand and the International Coordinating Council of Aerospace Industries Associations. The paper invited amendments to Assembly Resolution A39-22 “Formulation and implementation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) and notification of differences” in order to re-examine the current method of determining applicability dates, optimize the standards-development process and enhance compliance with the applicability dates.

23.4 In WP/111, *Phased approach for SARPs applicability*, the International Coordinating Council of Aerospace Industries Associations, the International Air Transport Association, the International Federation of Air Line Pilots' Associations and the International and the International Association of Air Traffic Controllers' Associations and Airports Council International proposed amendments to Assembly Resolution A39-22 “Formulation and implementation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) and notification of differences” with the view to enhance adherence to SARPs applicability dates by means of a stepped approach from the date of SARPs implementation. Recognizing that the challenges identified under agenda item 31, including the analysis presented in WP/58, *New ICAO Standardization Initiatives to improve the Effectiveness of the Standards Development Process – The Integrated Communications, Navigation, Surveillance and Spectrum (INCSS) Project*, the meeting agreed that the proposed amendments to A39-22 be considered by the ICAO Expert Groups and a proposal to amend the said

Resolution be presented to the 42nd Session of the Assembly. While recognizing the challenges encountered by the industry to meet applicability deadlines of some SARPs, the Committee reflected that further discussion on the approach proposed in the paper would be needed and recommended that such consideration be referred to the Council.

23.5 The Committee considered WP/112 Revision No. 1, *Policymaking and processes for innovation*, submitted by the International Coordinating Council of Aerospace Industries Associations, Airports Council International, the International Association of Air Traffic Controllers' Associations and the Civil Air Navigation Services Organisation. The Committee invited ICAO to consider mechanisms to leverage industry expertise and resources to help accelerate the development of draft recommendations.

23.6 In light of these deliberations, the Committee invites the Assembly to:

- a) endorse the priorities of ICAO on the promotion of innovation in aviation in support of the ICAO Strategic Objectives and of the ICAO Member States, including the development of a regulatory roadmap building upon and consistent with ICAO's existing work and the organization of further ICAO-Industry Consultative Forum meetings;
- b) Support the work of ICAO in the implementation of Assembly Resolution A40-27 *Innovation in Aviation and* encourage ICAO Member States to consider their involvement in the priorities identified in WP/42 and in any future activity resulting from the deliberations of the ICAO Council;
- c) recognize the relevance and the importance of innovation in working methods, systems and technology to facilitate the implementation of Resolution A40-27 and support the resilience of the aviation system;
- d) support the on-going work by ICAO on the review of the direct submission process as a means to support early implementation and innovation, and request that the principles provided in para 2.4 of WP/200, the need to be technology neutral, and the importance of the independence of ICAO, be brought to the attention of the reviewing body for its consideration;
- e) Request Council to: i) evaluate the root causes of global challenges in meeting specified applicability dates for certain SARPs; ii) identify and define the types of SARPs that should be considered; iii) identify, apply and prototype process improvements, including a phased approach to applicability dates, to developing the impacted provisions; iv) assess the effectiveness of the procedural changes; and v) on this basis, propose amendments to Assembly Resolution A39-22 to the 42nd Session of the Assembly;
- f) Request ICAO to use existing and define new cooperation mechanisms to leverage upon industry expertise and resources to create efficiencies in the SARPs development process; and
- g) Request ICAO to support Member State streamline certification and audit processes in order to facilitate the uptake and operation of innovations.

Governance and Strategic Planning

23.7 The Committee reviewed WP/356, *Industry roadmap for future skies*, presented by CANSO on behalf of ACI, IATA, IBAC, ICCAIA and IFALPA, which presented a roadmap, developed by the Complete Air Traffic Services (CATS) Global Council that laid out the key activities on the

pathway to achieve the 2045 Future Sky Vision presented in WP/360. The Committee noted that the Global Air Navigation Plan (GANP) is ICAO's modernization plan for Air Traffic Management and invited the industry to present the content of the Industry Roadmap for Future Skies through the appropriate ICAO mechanisms for the update of the GANP.

23.8 The Committee discussed WP/110 Revision No. 1, *Legal and societal stakes for the emerging air mobility in metropolitan areas* presented by ICCAIA, on behalf of ACI, co-sponsored by Brazil. It highlighted the need to engage at all levels of governance within States to ensure the harmonious deployment of urban air mobility (UAM). The Committee recognized that the role of ICAO in reaching international consensus as a support to global harmonization for the different aspects of future air mobility is critical. Considering that future air mobility will require various issues to be addressed, including those related to social acceptance, and in recognizing that ICAO is well positioned to bring relevant stakeholders together, the Committee agreed with the proposals contained in WP/110 Revision No. 1. The Committee, in noting the strong support of the Technical Commission for the establishment of an expert group to work on Advanced Air Mobility (AAM), recommended that this proposal be referred to that expert group, as well as to the Council for further consideration, taking into consideration existing priorities funded through the 2023-2025 Budget and the availability of extra-budgetary resources. The Committee also noted that the outreach activities listed in WP/42 might be suitable to facilitate the engagement of relevant stakeholders.

23.9 Information paper WP/360 submitted by CANSO on behalf of ACI, IATA, IBAC, ICCAIA and IFALPA (WP/360) was noted.

23.10 Information paper WP/481 submitted by the International Partners for Aviation Development, Innovation and Sustainability (iPADIS) was noted.

23.11 Information paper WP/483 and Information paper WP/498 submitted by the People's Republic of China, were noted.

23.12 In light of these deliberations, the Committee invites the Assembly to:

- a) Request ICAO to consider engaging with the appropriate government entities related to the operation of urban air mobility (UAM), within the context of the Organization's upcoming work on advanced air mobility and the expert group to be established to work on AAM, also using the mechanisms listed in WP/42; and
- b) Request ICAO to consider the development and prioritization of the activities identified as part of the Industry Roadmap for Future Skies in ICAO's work programme for the triennium 2023-2025.