



International Civil Aviation Organization

CAR/SAM Planning and Implementation Regional Group (GREPECAS)

Fourth Meeting of the Programmes and Projects Review Committee (PPRC/4)

Lima, Peru, 12 - 14 July 2016

PPRC/4 – WP/04

24/06/2016

Agenda Item 2: Air navigation activities at global, intra- and inter-regional level

2.1 Preparation for the ICAO Assembly – 39th Session

2.2 Review and analysis of CAR/SAM regional matters to be discussed at the Assembly, mainly: GADSS, the new GANP and GASP, among other relevant issues

PREPARATION FOR THE ICAO ASSEMBLY – 39TH SESSION

(Presented by the Secretariat)

SUMMARY

This paper presents to the Meeting the main items to be analyzed during the ICAO Assembly 39th Session on aspects referred to Planning and Implementation Regional Group (PIRG).

References:

- Provisional Agenda for the ICAO Assembly 39th Session.
- Expected Outcomes from the 39th Assembly - Informal Briefing/18.April.2016.

ICAO Strategic Objectives:	<i>A – Safety</i> <i>B – Air Navigation capacity and efficiency</i> <i>D – Environmental Protection</i>
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1. Introduction

1.1 The ICAO Assembly is the sovereign body of the organization and meets at least once every three years. It is convened by the ICAO Council. Also the Assembly can held extraordinary sessions at any time upon the call of the Council or at the request of not less than the fifth part of the total number of Contracting States addressed by the Secretary General (article 2 of the rules of procedure permanent of the Assembly of ICAO document 7600/8).

1.2 From 27 September to 7 October 2016, the 39th period or sessions of ICAO Assembly (A39) will take place at ICAO headquarters in Montreal, Canada, where the global policy for the upcoming triennium 2017-2019 will be established. To this event all 191 ICAO member States has been invited as well as a several international organizations.

1.3 The agenda for the A39 and working papers to be examined are published at the website: <http://www.icao.int/Meetings/a39/Pages/default.aspx>.

1.4 The Assembly consists of plenary sessions and meetings of the Executive Committee and the Technical, Economic and Legal Commission. The functions of the Executive Committee shall be, among others, the submission to the Assembly, when necessary, of a list of Contracting States desirous of being considered for election to the Council; the consideration of amendments to, or the addition of items to the Assembly's agenda; create committees and commissions of the Executive Committee, examine the agenda items the Assembly may refer to it and report on them; submit recommendations to the Assembly on the organization and conduct of the business of the Assembly; and advise the President of the Assembly, upon request, on matters on which it should resolve. Technical, Economic and Legal Commissions analyze respectively air navigation and safety matters regarding politics, standardization and implementation support, economic aspects related to international air transport and legal affairs.

2. Analysis

2.1 Air navigation aspects of A39 are basically discussed in the Executive Committee and Technical Committee. What follows is a summary of issues related to the PIRGs activities in the Executive Committee and Technical Commission of A39.

Executive Committee

2.2 Item 14 related to the *ICAO Technical assistance programme*, which expected outcomes refer mainly to urge States to support ICAO in continuing its work on the development and implementation of technical assistance under the respective Strategic Objectives, in partnership with States, international and regional organizations, and industry.

2.3 Item 15 on *Technical Cooperation - Policy and activities on technical cooperation* where ICAO Council will present to the Assembly policies and technical cooperation activities carried out on the period 2013-2015. As a result it is expected that the Assembly considers an Updated Consolidated Statement on ICAO Policies on Technical Cooperation (Resolution A36-17) to be amended as appropriate to reflect the recent innovations.

2.4 On Item 23 on *ICAO Civil Aviation Training Policy and Capacity Building in Aviation*, the Council will inform the progress made by the new ICAO section GAT (Global Aviation Training) which expected outcomes in the Assembly are to encourage States to support the TRAINAIR PLUS programme.

2.5 On Item 22 *Environmental Protection – International Aviation and Climate Change – Policy, Standardization and Implementation Support* the council will present reports on international aviation and climate change, including the progress in the formulation of a new standard regarding CO2 emissions applicable to aircrafts, sustainable alternative fuels for the aviation, a global market-based measure (MBM) and the evaluations of civil aviation impacting trends on global environment. Information will be also provided on the strategy of building capacity for action, including development and implementation of governmental action plans to reduce CO2 emissions and cooperation and major event with other United Nations organisms. The Council will present proposals for updating the consolidated statement of continuing ICAO policies and practices related to environmental protection – climate change (Assembly resolution A38-18).

2.6 Concerning Item 26 *Multilingualism at ICAO* the Council will present information of the progress in the implementation of policies and decisions adopted to enhance the efficiency and

effectiveness of the language services of the organization, highlighting pending issues to improve the availability and quality of language services.

2.7 On Item 27 *Increasing the efficiency and effectiveness of ICAO* with respect to the low response of States to the ICAO communications, the Council expects a resolution be adopted urging States to provide complete and timely replies.

2.8 Item 28 *No Country Left Behind (NCLB)* has as expected outcome that the Assembly encourages States, international organizations, industry and donors to support NCLB and adopt the Assembly resolution proposed.

2.9 Item 29 *United Nations Agenda 2030 – Sustainable Development Goals (SDGs)* where expected outcomes of the Assembly are encourage States to contribute to achieving the United Nations SDGs through the implementation of ICAO Strategic Objectives and work programmes; direct ICAO to further assist its Member States in enhancing their air transport systems and ensure that no country is left behind so that all can foster sustainable development and benefit from improved air connectivity and adopt the Assembly Resolution proposed.

2.10 In Item 31 related with *Other high-level policy issues to be considered by the Executive Committee* the Council will present programme NGAP (New Generation of Aeronautical Professionals). The expected outcome is that the Assembly takes note on the programme NGAP and encourages States, international organizations, industry and TRAINAIR PLUS programme (TPP) network to participate and support ICAO by providing resources (human, financial and data) to support the NGAP programme; instructs the Council to update and make it accessible to all Doc 9956 (*Global and Regional 20 year Forecasts*) and adopted the resolution proposed on this respect.

Technical Commission

2.11 In Item 33: *Aviation safety and air navigation monitoring and analysis* the ICAO Council will present a report on the status of priorities and goals of the worldwide implementation of the global aviation safety plan using regional and global notification mechanisms. The Council will also inform the status of compliance of priorities GASP and GANP in each region. Reports will include the recent information on Continues Monitoring Approach (CMA) ICAO Universal Safety Oversight Audit Programme (USOAP).

2.12 Similarly, a report will be presented on the results of the Second High-Level Safety Conference (HLSC 2015) and emerging issues remarking the recent developments on remoted piloted aeronautical systems (RPAS), Global Aeronautical Distress and Safety (GADSS) that includes the monitoring of aircraft, coordination in areas of conflict and emerging troubles such as cyber security.

2.13 Item 34 *Aviation Safety and air navigation policy* where the ICAO Council will present the Fifth Edition of the Global Aviation Safety Plan (GANP Doc 9750) for the Assembly endorsement. As a result of the Assembly it is expected that PIRGs States, service providers and air space users establish priorities and targets consistent with the GANP objectives, as well as the operational needs of each region. Also States are urged to implement PBN as per objective of Resolution A37-11, and ASBU modules according to operational needs identified regionally or locally. It is also expected that a new Resolution be adopted to supersede A38-2. Finally it is expected the Assembly endorses edition (2017-2019) of Global Aviation Safety Oversight Plan (GASP, Doc 10004).

2.14 Under Item 35: *Aviation safety and Air Navigation Standardization* ICAO Council will report the activities of standards making for the preparation of the Air Navigation (AN) working programme, roadmap for standardization and the reactivation of the initiative known as the roundtable

discussion of standardization. Also an overview of the ICAO provisions over the next three years and beyond will be drawn. All these activities are oriented to support the strategic direction of the Organization in terms of aviation safety and capacity and efficiency of air navigation aligned with the Global Aviation Safety Plan (GASP, Doc 10004) and the Global Air Navigation Plan (GANP, Doc 9750) including block 1 of the Aviation System Block Upgrades (ASBU) of the GANP.

2.15 Item 36: *Aviation safety and air navigation implementation support* will inform the status of objectives and enabling elements of the edition 2014-2016 of the Global Aviation Safety Plan (GASP) and the priorities of the Fourth Edition of the Global Air Navigation Plan (GANP) and has as expected outcome that the Assembly encourages States to take actions to achieve GASP objectives and coordinate its priorities with those of the GANP; encourage States to support safety regional groups (RASG) and planning and implementation regional groups (PIRG) in the implementation of regional priorities and providing information on their progress and status of execution, and finally timely reporting their progress in their corrective action plans (CAP) of the deficiencies identified by the USOAP through the On Line Frame (OLF).

Preparation of the A39

2.16 It is important that States of the CAR/SAM regions are prepared and make follow-up to the information ICAO publishes on the website related to the A39 and analyze the possibility of submitting individual working papers or by some States or all States of a region being necessary in this respect, the appropriate coordination for the adoption of joint positions.

Suggested action

3.1 The Meeting is invited to take note on the information provided, make follow-up to the information that ICAO uploads in the A39 website <http://www.icao.int/Meetings/a39/Pages/default.aspx>; and evaluate the possibility of presenting individual State notes, by a group of States or regionally.
