



**Agenda Item 3: Global, intra-regional and inter-regional air navigation activities**

**3.1 Global air navigation activities**

**Results of the 39th Session of the ICAO Assembly (A39) in relation to air navigation aspects and their impact on regional planning and implementation**

(Presented by the Secretariat)

<b>SUMMARY</b>	
This working paper presents the relevant resolutions of the ICAO Assembly 39th Session, highlighting the impact or actions related to planning and implementation activities in the CAR/SAM Regions.	
<b>REFERENCES:</b>	
<ul style="list-style-type: none"><li>• Resolutions adopted at the ICAO Assembly 39th Session (A39) (Montreal, Canada, 27 September to 6 October 2016);</li><li>• Report of the 13th Meeting of Civil Aviation Authorities of the SAM Region (RAAC/13) (Bogota, Colombia, 4-6 December 2013); and</li><li>• Seventh Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/7) (Washington, United States, 19-21 September 2017)</li></ul>	
<i>ICAO strategic objectives:</i>	<i>A – Safety; and B – Air navigation capacity and efficiency</i>

**1. Background**

1.1 The ICAO Assembly consists of all ICAO member States. It meets at least one every three years and is convened by the Council on a suitable date and venue.

1.2 The 39th ICAO Assembly session (A39) was held in Montreal, Canada, on 27 September to 6 October 2016, with the participation of 2,225 delegates of 184 ICAO member States, 2 delegates of non-member States, 351 delegates of observer organisations, and 53 delegates of other delegations.

**2. Discussion**

2.1 This working paper discusses the relevant A39 resolutions in the air navigation field. The following resolutions, *inter alia*, have been considered to impact air navigation planning and implementation in the CAR/SAM Regions:

- a) A39-11 – Consolidated statement of continuing ICAO policies in the legal field;
- b) A39-12 – ICAO global planning for safety and air navigation;

- c) A39-15 – Consolidated statement of continuing ICAO policies in the air transport field;
- d) A39-18 – Consolidated statement of continuing ICAO policies related to aviation security;
- e) A39-19 – Addressing cyber-security in civil aviation; and
- f) A 39-22 – Formulation and implementation of standards and recommended practices (SARPS) and procedures for air navigation services (PANS) and notification of differences.

2.2 The **Appendix** to this working paper shows the content of A39 resolutions related to air navigation and the impact or action to be taken. It should be noted that these resolutions have also been addressed and analysed by the civil aviation directors of the CAR and SAM Regions (Thirteenth Meeting of Civil Aviation Authorities of the SAM Region - RAAC/13) and the Seventh Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/7).

2.3 In this regard, the Meeting, based on the analysis of A39 resolutions related to air navigation, could agree on the following conclusion:

**Draft Conclusion 18-X: Follow-up to the implementation of A39 resolutions related to air navigation**

That CAR/SAM States be urged to:

- a) resort to regional organisations for the development of mechanisms to address legal and institutional matters that might hinder the implementation of CNS/ATM systems;
- b) amend their National air navigation plans, taking into account the GANP 2015 and the regional performance-based implementation plans, in line with the ASBU;
- c) inform air navigation service providers and aerodrome operators of the need to fulfil the commitments arising from Article 28 of the Chicago Convention and of the importance of quality in the aforementioned services;
- d) those States that have not done it yet, include in their air navigation and aerodrome contingency plans the policies and action plans for cases of unlawful interference in their area of responsibility, and inform the Regional Office thereof at the PPRC/5 meeting;
- e) establish partnerships with aviation providers, operators and stakeholders at national and regional level in order to establish procedures to mitigate cyber-threats to the aviation system; and
- f) publish differences in their aeronautical information publication (AIP) and use the electronic filing of differences (EFOD) system to report them to ICAO.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information presented in this working paper;
- b) take into account the information contained in the Appendix when planning and implementing air navigation systems, services and procedures;
- c) examine and consider the approval of the conclusion contained in paragraph 2.3; and
- d) examine other related matters it may deem appropriate.

## REVIEW OF A39 RESOLUTIONS - ENVIRONMENTAL PROTECTION

Resolution	Title/ Item	Action/ Impact on States
A39-1	<i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality</i>	<p>Support ICAO in its activities related to environmental protection – noise and local air quality</p> <p>Participate, with the technical support of the Committee on Aviation Environmental Protection (CAEP)</p> <p>Comply with the standards and recommended practices (SARPs) and guidelines on aviation and the environment</p> <p>Take note of information on measures available to reduce the impact of aviation operations on the environment (websites, presentations, seminars and symposia), as well as the improvement and dissemination of tools (e.g., ICAO fuel savings estimation tool – IFSET).</p> <p>Consider the evolution of the impact of aircraft noise, in accordance with the <i>Guidance on the balanced approach to aircraft noise management</i> (Doc 9829), as applicable.</p> <p>Take into account the provisions of the <i>Airport planning manual</i> (Doc 9184), Part 2 – Land use and environmental control.</p>
A39-2	<i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change</i>	<p>Support ICAO in activities related to <i>environmental protection – climate change</i></p> <p>Present information in support of global goals, through State action plans and sustainable alternative aviation fuels.</p> <p>Take into account the latest information on best practices to improve technology transfer and capacity building, as well as those applicable to airports (reports, websites, symposia and seminars, as well as guidance on State action plans)</p>
A39-3	<i>Consolidated statement of continuing ICAO policies and practices related to environmental protection – Global market-based measure (MBM) scheme</i>	<p>Participate in the general plan in preparation for the implementation of the Carbon offsetting and reduction scheme for international aviation (CORSIA), which includes the drafting of SARPS and guidelines on CORSIA and the corresponding activities concerning capacity building and assistance to the States.</p>

## REVIEW OF A39 RESOLUTIONS - AIR NAVIGATION SAFETY, CAPACITY AND EFFICIENCY

Resolution	Title/ Item	Action/ Impact on States
A39-12	ICAO global planning for safety and air navigation	<p>The Assembly endorses the second edition of the global aviation safety plan (GASP) and the fourth edition of the global air navigation plan (GANP) (Doc 9750), as the global strategic directions for safety and air navigation, respectively, and as the framework for the drafting and implementation of regional, sub-regional, and national implementation plans, thus ensuring harmonisation and coordination of efforts aimed at improving international civil aviation safety, capacity, and efficiency.</p> <p>The CAR and SAM Regions have implemented the RPBANIP and SAM PBIP plans, both based on performance, for the respective Regions. Furthermore, these plan have been aligned with the GANP and their use is recommended when drafting the national air navigation plans.</p>
A39-12	ICAO global planning for safety and air navigation	<p>Prepare and implement their regional, sub-regional, and national plans in close cooperation and collaboration with stakeholders, based on the Global aviation safety plan (GASP) and the Global air navigation plan (GANP), thus ensuring consistency, harmonisation, and coordination of efforts aimed at improving international civil aviation safety, capacity, and efficiency.</p> <p>Ensure participation in regional implementation mechanisms and their coordination with GREPECAS and RASG-PA, supporting their objectives, goals and metrics.</p> <p>Support the development of the global aviation safety roadmap.</p> <p>Coordinate with ICAO new generation plans for the modernisation of air navigation in order to ensure their compatibility and harmonisation worldwide.</p> <p>Provide timely information on the status of ANS implementation, applying GANP metrics.</p> <p>Use tools and services (including workshops and the iMPLEMENT initiative) to address implementation.</p>

Resolution	Title/ Item	Action/ Impact on States
A39-14	Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets	<p>In partnership with all aviation safety partners, implement a comprehensive assistance programme to help member States to correct deficiencies identified through the USOAP CMA, with priority given to the resolution of SSCs.</p> <p>Promote the concepts of regional cooperation, including the strengthening of RSOOs and RASGs, as well as the establishment of objectives, priorities and indicators and the setting of measurable targets to address SSCs and safety-related deficiencies.</p> <p>Ensure that regional aviation safety oversight systems established by a group of member States are recognised by ICAO.</p> <p>Continue partnering with member States, industry and other aviation safety partners for coordinating and facilitating the provision of financial and technical assistance to States and subregional and regional safety and safety oversight bodies, including RSOOs and RASGs, in order to enhance safety and strengthen safety oversight capabilities.</p> <p>Continue the analysis of relevant safety-critical information for determining effective means of providing assistance to subregional and regional safety and safety oversight bodies.</p>

## REVIEW OF A39 RESOLUTIONS - ECONOMIC DEVELOPMENT OF AIR TRANSPORT

Resolution	Title/ Subject	Action/ impact on States
A39-15	<i>Consolidated statement of continuing ICAO policies in the air transport field</i>	<p>Follow-up on policies and guidance in the air transport field.</p> <p>Take note of the Council project for the drafting of a global air transport plan (GATP) to be started in 2017.</p> <p>Use and benefit from the ICAN service.</p> <p>Apply the core ICAO consumer protection principles, monitor events closely, and review the core principles as needed.</p> <p>Use the tools and a discussion forum to improve cooperation, dialogue, and the exchange of information on fair competition among States;</p> <p>Take note of developments in the area of international air transport competition, and update, as needed, its policies and guidelines on fair competition.</p> <p>Implement ICAO taxation policies; monitor developments, and update policies as needed.</p> <p>Implement ICAO policies on user charges and the respective guidelines, creating awareness on the policies contained in Doc 9082;</p> <p>Depending on available resources, participate in regional meetings and practical seminars, among other dissemination activities, between them and the Voluntary Air Transport Fund (TRAF).</p> <p>Take note of the provision by ICAO of forecasts tailored to different purposes, according to short- and long-term planning and implementation requirements of the States.</p> <p>Regarding airports and air navigation services that the States have given in concession to private entities, the position of ICAO is to remind member States that they are the only ones responsible for commitments assumed under Article 28 of the Convention, regardless of the entities operating the airports and air navigation services under consideration.</p>

## REVIEW OF A39 RESOLUTIONS - AVIATION SECURITY AND FACILITATION

Resolution	Title/ Item	Action/impact on States
A39-18	Consolidated statement of continuing ICAO policies related to aviation security	<p>Support compliance with Annex 17 provisions, as well as USAP and ISD ISD-SEC activities</p> <p>Support the development and approval of the Global aviation security plan (GASeP) and transition to that Plan. Taking into account that the current environment of threats and risks requires that States continue to assign high priority to aviation security, the development of the GASeP will be expedited and completed before the 2018 date established in A39-WP/15. The draft Plan shall be available for review by the 28<sup>th</sup> meeting of the Aviation security panel scheduled for 2017. The GASeP will respond to the needs of States and Regions, guiding aviation security improvement initiatives of all States and of other parties, through a series of internationally agreed objectives and goals.</p> <p>The Assembly recommended that, in the air navigation area, States take into account the aforementioned aspects when developing their policies and contingency plans to address acts of unlawful interference.</p>
A39-19	Addressing cyber-security in civil aviation	<p>In an attempt to promote a consistent and coherent method for managing cyber threats and risks, this Resolution seeks to identify ways to address cyber-security in civil aviation. The purpose of the Resolution is to address cyber-security through an all-encompassing, cross-cutting, and functional method that reaffirms the importance and urgency of protecting infrastructure, systems and critical civil aviation data against cyber threats. It also seeks to obtain the global commitment of ICAO, its member States, and industry stakeholders for the adoption of measures to address cyber-security in civil aviation and mitigate associated threats and risks in a collaborative and systematic manner.</p> <p>Cyber threats are aimed at causing damage, interrupting activities and stealing information for different purposes, and actions could affect critical civil aviation systems worldwide. However, it has been noted that there are cyber threats that affect civil aviation safety but are not related to unlawful and/or deliberate acts, and should therefore be resolved through the implementation of safety management systems.</p>
A39-20	Consolidated statement of continuing ICAO policies related to facilitation	<p>Support compliance with Annex 9 provisions.</p> <p>Implement the key elements of the ICAO Traveller Identification Programme (TRIP) strategy related to the identification, security and integrity of travel documents and border control, including the ICAO Public Key Directory (PKD)</p>

## REVIEW OF A39 RESOLUTIONS - POLICY AND OTHERS

Resolution	Title/ Subject	Action/ Impact on States
A39-22	Formulation and implementation of standards and recommended practices (SARPS) and procedures for air navigation services (PANS) and notification of differences	Continue using the EFOD system and assist contracting States in transitioning from paper-based processes to the use of the EFOD system.
A39-23	<i>No country left behind</i> (NCLB) initiative	Coordinate with international organisations, industry and donors, for the implementation of assistance activities, establishing partnerships through an ICAO aviation development network. Secure the commitment of financial institutions to support the strengthening of safety, security, and efficiency of the global aviation system.
A39-24	Strategy on disaster risk reduction and response mechanisms in aviation	Implement disaster risk reduction strategies in aviation, with priority given to least developed countries (LDCs), landlocked developing countries (LLDCs) and small island developing States (SIDS). Continue working collaboratively within the United Nations System to ensure timely, coordinated and high-quality assistance to all States where disaster losses pose a threat to people's health and development.
A39-26	Resource mobilisation	Build capacity for States to develop their respective civil aviation master plans related to the national development plan, in line with the global and regional plans of ICAO. Build capacity for States to develop feasibility analyses to be used for accurately calculating the requirements of identified projects.
A39-29	Next generation of aviation professionals	Implement an action plan to be used as a model for the development of strategies to link civil aviation authorities with teaching institutions.