ASSEMBLY — 40TH SESSION

REPORT OF THE TECHNICAL COMMISSION
ON
AGENDA ITEM 30

(Presented by the Chairman of the Technical Commission)

The attached report on Agenda Item 30 has been approved by the Technical Commission. Resolutions 30/1 and 30/2 are recommended for adoption by the Plenary.

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

(19 pages)

Agenda Item   30:   Other issues to be considered by the Technical Commission

Remotely piloted aircraft systems (RPAS) and air traffic management (ATM)

30.1   The Commission reviewed A40-WP/86, presented by Finland on behalf of the European Union and its Member States[1], the other Member States of the European Civil Aviation Conference[2], and by the European Organisation for the Safety of Air Navigation (EUROCONTROL), which called for ICAO action in the areas of unmanned aircraft systems (UAS) traffic management (UTM) and higher airspace operations. The working paper invited the Assembly to encourage ICAO to continue its role as an international forum for cooperation, collaboration and the sharing of best practices on these issues. The working paper also requested that ICAO facilitate the dialogue between new entrants, States and relevant stakeholders, called upon States to establish regulations and procedures to integrate new entrants, and urged the Organization to review ICAO provisions with a view to addressing the needs of UTM and higher airspace operations.

30.2   In light of the support expressed for the working paper during the discussion, the Commission agreed to submit for adoption by the Plenary the following resolution.

Resolution 30/1: New entrants

Whereas the Preamble of the Convention on International Civil Aviation stipulates that signatories thereto had "agreed on certain principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically";

Whereas Annex 11 to the Convention requires a Member State to determine those portions of airspace over its territory within which air traffic services will be provided and, thereafter, to arrange for such services to be established and provided;

Recognizing that, for the purposes of this Resolution, the term "New Entrants" refers to higher airspace and unmanned aircraft system (UAS) traffic management (UTM) operations;

Recognizing that there is an increasing need to facilitate, within a global, harmonized framework, operations by New Entrants and that there is a large disparity in performance in the types of vehicle expected to comprise this new airspace user group;

Recognizing that ICAO provisions may need to be amended or expanded in order to support operations by New Entrants;

Recognizing that significant progress has been made concerning the facilitation of operations by New Entrants through regional and State initiatives; and

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[1] Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom.

[2] Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Turkey and Ukraine.

Recalling that the ICAO Global ATM Operational Concept states that all airspace should be a usable resource, any restriction on the use of any particular volume of airspace should be considered transitory, and all airspace should be managed flexibly;

The Assembly:

1.   *Directs* ICAO to review Standards and Recommended Practices (SARPs) relating to, inter alia, the rules of the air, air traffic services, certification, licencing, liability and the environment, for amendment or expansion as necessary, to facilitate the operation of New Entrants within a global, harmonized framework, taking into account regional frameworks and practices;

2.   *Calls on* Member States to arrange their regulations and procedures governing the operation of New Entrants as well as the common use by all airspace users of certain facilities and services so as to facilitate the integration of these operations, while not compromising safety and security, duly addressing environmental implications, and, where necessary, ensuring that these new operations comply with the rules of the air in Annex 2 — *Rules of the Air*;

3.   *Calls on* Member States to ensure that the common use by all users of airspace and certain facilities and services does not disproportionately affect the regularity, environmental protection and efficiency of civil and military operations; and

4.   *Recognizes* ICAO's role as an international forum to facilitate improved cooperation, collaboration and the sharing of best practices in support of regional initiatives, and to undertake the necessary follow-up activities that build on those initiatives by encouraging increased dialogue between States, New Entrants, existing aviation stakeholders and the space community.

30.3   The Commission reviewed A40-WP/302, presented by China, which provided information regarding a pilot project for distributed unmanned aircraft systems (UAS) operation certificate (DOC) and the associated certification strategy, and encouraged the sharing of information between States on related developments. The Commission acknowledged that the topic deserved consideration as one means of facilitating UAS integration, and recommended that relevant expert groups be briefed on the outcomes of the pilot project and that the ICAO Council consider conducting a preliminary feasibility analysis.

30.4   The Commission reviewed A40-WP/281, presented by Indonesia, which contained Indonesia's regulations and processes for the operation of UAS and called for detailed procedures and guidance for the conduct of related oversight activities.

30.5   The Commission reviewed A40-WP/353, presented by Saudi Arabia, which requested the Organization to undertake additional activities for the development of the regulatory framework for unmanned aircraft systems traffic management (UTM).

30.6   The Commission reviewed A40-WP/478, presented by the Russian Federation, which called for the development of international guidance material regarding the use of UAS, including RPAS,

to conduct flight tests and checks of ground-based radio navigation flight support systems and airport lighting systems.

30.7   With regard to the broad support expressed for A40-WP/281, A40-WP/353 and A40-WP/478, and noting that such activities are unfunded and may not be undertaken without additional resources, the Commission recommended that the Council review the proposals with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

30.8   The Commission reviewed A40-WP/209, presented by International Coordinating Council of Aerospace Industries Associations (ICCAIA), Airports Council International (ACI), International Federation of Air Line Pilots' Associations (IFALPA) and International Federation of Air Traffic Controllers' Associations (IFATCA). The Commission supported the working paper, recognizing the value of ICAO's activities towards the development of a common framework for UTM and recommended that ICAO be urged to accelerate and expand its work on the development of a full regulatory framework for UAS and UTM.

30.9   The Commission reviewed A40-WP/196, presented by ACI, Civil Air Navigation Services Organisation (CANSO), IFATCA, IFALPA and International Air Transport Association (IATA). The Commission supported the working paper, recognizing the safety risks associated with the unauthorized presence of unmanned aircraft (UA) in close vicinity to commercial aircraft and aerodromes, and noted the offer from industry to assist in drafting suitable guidance material. The Commission also recognized ICAO's existing activities towards the development of provisions and guidance material. With respect to the wider issue of exploring options for direct industry input into the deliberations of ICAO, the Commission noted that the Executive Committee was considering such matters under Agenda Item 26.

30.10   Information papers were provided by Brazil (A40-WP/198), India (A40-WP/366), Indonesia (A40-WP/280), Oman (A40-WP/537), Peru and supported by ICAO SAM States and the Latin American Civil Aviation Commission (LACAC) States [3] (A40-WP/429), Rwanda (A40-WP/518), Saudi Arabia (A40-WP/223), United States (A40-WP/216) and Singapore (A40-WP/457).

30.11   The Commission reviewed A40-WP/356, presented by Cuba, supported by Aruba, Belize, Bolivia, Brazil, Colombia, Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, and Venezuela (Bolivarian Republic of), which proposed that ICAO create an on-line database of technical parameters for various aircraft types, for use by air navigation services providers (ANSPs) for automated processing of flight plan data, and include this information in *Aircraft Type Designators* (Doc 8643). The Commission recommended that the ICAO Council consider the incorporation of the technical parameters concerned, subject to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

30.12   The Commission reviewed A40-WP/418, presented by the Dominican Republic, which detailed their experience of reducing errors in flight planning by applying a flight plan management and evaluation procedure prior to submission to the ATS unit concerned. The Commission noted the positive

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[3] Belize, Bolivia, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Nicaragua, Panama, Uruguay and Venezuela (Bolivarian Republic of).

results achieved and encouraged other States to consider what measures might be adopted to reduce flight planning errors amongst their own flight operations, including the expedited implementation of FF-ICE.

30.13   Information papers were provided by: China (A40-WP/308, A40-WP/309, A40-WP/311, A40-WP/312, A40-WP/313, A40-WP/314 and A40-WP/523); India (A40-WP/222, A40-WP/364 and A40-WP/367); Japan (A40-WP/481); Russian Federation (A40-WP/422), South Africa (A40-WP/116); United Arab Emirates (A40-WP/151 and A40-WP/152); the United States (A40-WP/217); Venezuela (Bolivarian Republic of) (A40-WP/431); and the Member States of the Central American Corporation for Air Navigation Services (COCESNA[4]) (A40-WP/68, A40-WP/75, and A40-WP/76).

Airport Operations and Infrastructure

30.14   The Commission considered A40-WP/82, A40-WP/352 and A40-WP/188, addressing communications, navigation, and surveillance (CNS) issues, with particular regard to global navigation satellite system (GNSS). A40-WP/82, presented by Finland on behalf of the European Union[5] and its Member States, the other Member States of the European Civil Aviation Conference[6]; and by EUROCONTROL, addressed the evolution of CNS systems and the associated threats and vulnerabilities, with particular regard to satellite-based CNS systems. It proposed a series of actions aimed at increasing the resilience of such systems to interference through a holistic approach at the global level. A40-WP/352, presented by Saudi Arabia, identified the need to strengthen the protection of GNSS signals from harmful interference and degradation of performance through regulatory and technical measures. A40-WP/188, presented by IFATCA, IFALPA and IATA, called for measures to manage and reduce the impact from harmful interference to GNSS on the safety and efficiency of aircraft and ATM operations.

30.15   The Commission noted the essential commonality of purpose among the three papers, which proposed actions by States and ICAO to strengthen CNS systems resilience and mitigate harmful interference to GNSS, in coordination with industry. The Commission agreed with the proposals and recommended that the Council act with urgency on measures aimed at elimination of harmful interference to GNSS. It was noted that the actions for ICAO were within the scope of the existing work programme.

30.16   The Commission reviewed A40-WP/208, presented by the United Arab Emirates, which emphasized that civil aviation was becoming increasingly dependent on mobile satellite systems and proposed that ICAO examine an international solution to the regulation of mobile satellite services providers offering services related to the safety of civil aviation. Noting that such activities were unfunded and may not be undertaken without additional resources, the Commission recommended that the Council review the proposal with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

30.17   Information papers were provided by: India (A40-WP/362 and A40-WP/365); the Russian Federation (A40-WP/270 Revision No. 1); and Egypt (A40-WP/382).

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[4] Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua.
[5] Austria, Belgium, Bulgaria, Croatia, the Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom.
[6] Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Turkey and Ukraine.

30.18   The Commission reviewed A40-WP/94, presented by Indonesia and Canada, which contained a draft Assembly Resolution on the need to develop Standards and Recommended Practices (SARPs) to address the design, certification, management, safety and reporting requirements and operations of water aerodromes. The Commission, in reviewing the paper, expressed support for the intent of the Resolution, and agreed to submit for adoption by the Plenary the following resolution:

Resolution 30/2: **Global provisions for design, certification and operations of water aerodromes**

Recognizing that Assembly Resolution A39-25 directed the Secretary General to consider the special needs and characteristics of Least Developed Countries (LDCs), Land Locked Countries (LLDCs) and Small Island Developing States (SIDS), identified within the framework of the United Nations, in the coordination, prioritization, facilitation and implementation of assistance programmes aimed at enhancing their air transport systems;

Recognizing the need to support States with global provisions related to areas only accessible by seaplane operations in order to improve safety and encourage a strong civil aviation sector that can promote and sustain social and economic progress through responsible tourism, for example, which is a primary economic driver;

Considering the need to promulgate global provisions specifically related to the design, certification and operations of water aerodromes for seaplane operations so as to meet the needs of all Member States for safe, regular, efficient and economical air transport;

The Assembly:

Requests the Council, within the current allotted budget, and as a matter of priority, to review existing SARPs related to aerodromes and to develop specific Standards and Recommended Practices in the appropriate Annexes to the Convention in order to address the design, certification, management, safety and reporting requirements for water aerodromes operations.

30.19   The Commission, in reviewing A40-WP/262, presented by Indonesia, concerning the development of Standards for small aerodromes in mountainous areas, noted that Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations* currently contained design provisions related to small aerodromes. Furthermore, the ICAO *Stolport Manual* (Doc 9150) contained guidance for the planning and establishment of such aerodromes. The Commission agreed to recommend that ICAO undertake a review of the guidance contained in Doc 9150 with a view to updating the material, taking into account existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

30.20   Information papers were provided by: Bangladesh (A40-WP/504); Brazil (A40-WP/535); China (A40-WP/298 and A40-WP/331); Egypt (A40-WP/329 and A40-WP/443); India (A40-WP/128 and A40-WP/224); Iran (A40-WP/455 and A40-WP/458); the Republic of Korea (A40-WP/514); and Saudi Arabia (A40-WP/456).

30.21   The Commission reviewed A40-WP/396, presented by the Russian Federation requesting support for the nomination of the China-Russian Federation Consortium as the fourth global space weather centre for international air navigation. The Commission noted that an official request by both

States had been made to ICAO, and that the request was expected to be considered by the ICAO Council in early 2020.

30.22   The Commission reviewed A40-WP/201, presented by the World Meteorological Organization (WMO), which presented information on ongoing work activities within the aeronautical meteorology domains of ICAO and WMO in support of the Global Air Navigation Plan (GANP) and its aviation system block upgrades (ASBU) methodology. This included work related to threats posed to flight safety by adverse weather/meteorological conditions and a changing climate scenario, and highlighted concerns with regard to diminishing availability of expert/technical resources in the aeronautical meteorology domain. The Commission emphasized the importance of the availability of appropriate technical resources in aeronautical meteorology to sustain and enhance standards-making and implementation support activities as well as the working arrangements between ICAO and WMO. The Commission agreed that States should be urged to make available to ICAO appropriate expert resources in aeronautical meteorology.

30.23   Information papers were provided by: China (A40-WP/336 and A40-WP/341); South Africa (A40-WP/118); and the World Meteorological Organization (WMO) (A40-WP/202).

Flight Operations

30.24   The Commission reviewed A40-WP/108, presented by Finland on behalf of Member States of the European Union[7], the other Member States of the European Civil Aviation Conference[8] EUROCONTROL, and co-sponsored by New Zealand, on "cooperative" oversight. The Commission acknowledged the complexity of cooperative oversight due to the growing number of cross-border operations, new business models and technological developments, and urged States to enhance cooperation to ensure effective oversight of cross-border operations. The Commission agreed that ICAO should initiate work to address the challenges these practices posed to States and report on this to the next High-level Safety Conference for further consideration. In this regard, and subject to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources, the Commission recommended that ICAO:

> a) develop a common understanding of cooperative oversight as an enabler of integrated cross-border oversight, especially in the context of new technological innovations and cross-border operating models, that should also address the sharing or reallocation of responsibilities among States involved;
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> b) facilitate the implementation of risk-based oversight as a pillar of safety risk management through the development of a toolkit on cooperative oversight; and
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> c) direct the relevant expert groups to review the SARPs that relate to the roles and responsibilities of the State of the Operator and the State of Registry to determine if

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[7] Austria, Belgium, Bulgaria, Croatia, the Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom.

[8] Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Turkey and Ukraine.

there are barriers to cooperative oversight, and to address those identified barriers, taking into consideration operations with or without an Article 83 *bis* agreement.

30.25   The Commission reviewed A40-WP/117, presented by the United Arab Emirates, related to the surveillance of operations by foreign operators. The Commission recognized the divergent foreign operator approval practices in different States and agreed that ICAO should encourage States to standardize the processes in line with the requirements of Annex 6 — *Operation of Aircraft*, Part I — *International Commercial Air Transport — Aeroplanes* and the guidance in the *Manual of Procedures for Operations Inspection, Certification and Continued Surveillance* (Doc 8335). The Commission noted the work undertaken by ICAO, with the support of European Union Aviation Safety Agency (EASA) and IATA, to develop the Foreign Operator Application Tool (FOAT) which would contribute to the standardization and harmonization of foreign operator applications, and invited interested States to partake in the project.

30.26   The Commission reviewed A40-WP/124, presented by the United Arab Emirates, regarding a proposal to review and further develop guidance material with a view to harmonizing the personnel licence validation or conversion processes. The Commission recommended that the Council review the proposals with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

30.27   The Commission reviewed A40-WP/121, presented by the United Arab Emirates, related to the importation, design and certification of aircraft and A40-WP/200, presented by the United States, inviting the Assembly to recognize the importance of ensuring that the information contained in the online airworthiness information network (OAIN) is current and accurate. The Commission acknowledged the ongoing work at ICAO to ensure that information on the OAIN is kept current and recommended that a Protocol Question be developed to ensure the timely update of States' airworthiness information. The Commission noted the ongoing work to facilitate the importation, design and certification of aircraft and agreed that work should continue. The Commission recommended that the appropriate group of experts review the proposed action to facilitate harmonization of State of Design certification procedures and specifications, subject to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

30.28   The Commission reviewed A40-WP/232, presented by Australia and co-sponsored by Maldives, New Zealand and South Africa regarding the need to improve the global implementation of Annex 6 provisions related to aircraft tracking and Annex 12 — *Search and Rescue*, and A40-WP/360, submitted by the Russian Federation, expressing concern with the fast approaching applicability date for the Standards on location of an aircraft in distress in Annex 6, Part I. The Commission noted that work was underway on developing complementary global aeronautical distress and safety system (GADSS)-related Procedures for Air Navigation Services (PANS) and ICAO was currently developing support tools, including a location of an aircraft in distress repository, to support the 2021 applicability date of the Annex 6 Standards. The Commission noted the concern expressed by the aerospace manufacturers with that date. While there was support to retain the applicability date for those Standards, the Commission recommended that ICAO be requested to conduct a survey to determine State and industry readiness to meet the applicability date so as to identify any potential issues with the implementation timelines.

30.29   The Commission reviewed A40-WP/307 and A40-WP/358, presented by the Russian Federation, proposing the formation of a panel of experts to develop an ICAO radiotelephony

phraseology proficiency assessment scale and to resume work on determining written and spoken English proficiency requirements for flight crews and technical personnel. The Commission noted the global effective implementation of language proficiency requirements, which was above 85 per cent, as well as the activities of ICAO to further support States in the development of quality language proficiency tests. The Commission also noted that the need to communicate on common, concrete and work-related topics with accuracy and clarity was applicable to both phraseologies and plain language, and that further review was needed on how best to address written English proficiency requirements. The Commission recommended that the Council review the proposals taking into consideration activities being conducted in the Regional Offices, and with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

30.30   The Commission reviewed A40-WP/257, presented by Canada, which outlined their strategy to reduce laser attacks on aircraft by a combination of prohibition, strengthened enforcement and increased education. The Commission noted the success of this strategy and supported efforts to share best practices and information on the effectiveness of such strategies with other Member States. The Commission also noted RASG-MID Safety Advisory – 12 (RSA/12) on this subject.

30.31   The Commission reviewed A40-WP/303, presented by China, which proposed a review of the inflight shutdown rates (IFSD) used for extended diversion time operations (EDTO). The Commission supported the proposal to have a group of experts with industry participation initiate a review of the IFSD and determine what, if any, actions would subsequently be required. Any outcomes of such a review would need to be based on available supporting data and would need to take into consideration current practices so as to avoid unintended consequences. In this respect, the Commission recommended that the Council be requested to review the proposed action with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

30.32   The Commission reviewed A40-WP/271, presented by ICCAIA, IATA, International Business Aviation Council (IBAC) and IFALPA, which highlighted the higher accident rate for turboprop regional operations compared to jet operations and called for ICAO to prioritize work related to turboprop safety. The Commission supported the proposal to conduct further analysis of available data to target future work in areas having the greatest impact on flight safety, and welcomed the support of industry to conduct this work. The Commission also noted the benefit to such operations from increased implementation of vertically guided approaches and recalled Assembly Resolution A37-11 which urged States to implement performance-based navigation (PBN) approaches on all international runways by 2016.

30.33   Information papers were provided by: Brazil (A40-WP/538); China (A40-WP/263 and A40-WP/299); Finland on behalf of the European Union and its Member States, the other Member States of the European Civil Aviation Conference, and by EUROCONTROL (A40-WP/83); Indonesia (A40-WP/436); Iran (A40-WP/453 and A40-WP/454); Pakistan (A40-WP/402); the Republic of Korea (A40-WP/376, A40-WP/515 and A40-WP/516); Saudi Arabia (A40-WP/456); South Africa (A40-WP/345); ICCAIA (A40-WP/93); and IFALPA (A40-WP/426).

Competencies and Medical

30.34   The Commission reviewed A40-WP/296, presented by the United States, Canada, Peru, and Trinidad and Tobago, which highlighted the importance of ICAO, States and industry working

together in the further study of automation dependency, considering the broader context of competency-based training, the earlier work of ICAO on loss of control avoidance and recovery training (LOCART) and its related implementation, and noted the strong support for establishment of a group of experts for that purpose. The Commission agreed that a review was needed to identify potential mitigations to automation dependency and how they may be addressed at the global and regional levels, and could result in SARPs amendments in both Annex 1 — *Personnel Licensing* and Annex 6 — *Operation of Aircraft*. The Commission recommended that the Council be requested to review the proposed action with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

30.35   The Commission reviewed A40-WP/122, presented by Canada, Singapore and the United States and supported by Flight Safety Foundation (FSF) and IATA, on a multi-pronged approach to enhancing pilot training and competency during a period of anticipated growth and complexity. The Commission agreed that with the global growth in commercial aviation, a pragmatic, data-driven approach to pilot training was essential to the continued improvement of the industry's safety performance. The Commission recommended that ICAO, States and industry embrace competency- or evidence-based training and assessment methods, and have the flexibility to adopt them to target real-world risk and ensure a progressive and satisfactory performance standard.

30.36   The Commission reviewed A40-WP/105, presented by the International Federation of Air Safety Electronics Associations (IFATSEA), on introducing a new air traffic safety electronics personnel (ATSEP) "stream" to enable the technical and managerial capability of ATSEP to withstand cyber threats to information systems and to CNS infrastructures. The Commission noted that ICAO does not define "streams" for any job roles in the aviation community. The Commission recalled that the framework in *Procedures for Air Navigation Services — Training* (PANS-TRG, Doc 9868) and associated guidance in the *Manual on Air Traffic Safety Electronics Personnel Competency-based Training and Assessment* (Doc 10057) could be adapted by a training provider to incorporate specific training elements, such as cybersecurity, and that specific guidance on cybersecurity training could be considered for future updates to Doc 10057.

30.37   The Commission reviewed A40-WP/256, presented by Canada, which called for ICAO to address mental health and substance use disorders by promoting awareness and education, and by including it in the work plan of an appropriate expert group. A40-WP/125, presented by the United Arab Emirates, also called for ICAO to be proactive regarding education of licence holders on use of medication and alcohol, to conduct a global survey and analysis on the capability of States to understand and overcome the problematic use of psychoactive substances use, and to develop a framework for data and medical information sharing between States. A40-WP/123, also presented by the United Arab Emirates, called for recognition of obstructive sleep apnea (OSA) as an emerging medical issue and the development of guidance material to enhance awareness, education and detection of OSA. The Commission noted that enhanced awareness and health promotion concerning obstructive sleep apnoea, mental health and substance use disorders was addressed in Annex 1 — *Personnel Licensing* and relevant guidelines, including the *Manual of Civil Aviation Medicine* (Doc 8984) and "Fitness to fly" – a combined publication of ICAO, IATA and IFALPA. These documents were in accordance with safety management provisions contained in Annex 19. The Commission agreed that the contents of the working papers should be forwarded to the appropriate expert groups that have work streams on these subjects with due consideration of the legal framework on medical information protection. The Commission further agreed to the sharing of information and best practices between States.

30.38   Information papers were provided by: Brazil (A40-WP/540); China (A40-WP/300); Indonesia (A40-WP/553); Japan (A40-WP/445 and A40-WP/446); and the United Arab Emirates (A40-WP/169).

Safety Management

30.39   The Commission reviewed A40-WP/143, presented by Qatar, which requested ICAO to develop a safety culture survey, including the complete set of information needed for its deployment, and invite the regional aviation safety groups (RASGs) to conduct that survey and include an analysis of the results in each RASG annual report to inform of any support required for areas requiring more attention. Some concerns were raised regarding how safety culture is understood and interpreted in many different ways as well as differences in legal frameworks around the protection of safety data and reporters, and the need to consider this before imposing a common way of assessing safety culture as a basis for a common metric. The Commission recommended that the Council review the proposals, including the concerns raised, with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

30.40   The Commission reviewed A40-WP/98, presented by the United Arab Emirates, which proposed that ICAO provisions be enhanced to reinforce the linkages between accident and incident investigation activities and the State safety programme (SSP) and emphasized the need to improve the SSP-related Universal Safety Oversight Audit Programme (USOAP) protocol questions in this regard. The Commission agreed to recommend that the contents of A40-WP/98 be brought to the attention of the appropriate expert groups.

30.41   Canada presented A40-WP/258 and revised the scope of the paper to include organizations responsible for the type design and manufacture of "aircraft" as well as engines and propellers. The paper proposed a postponement of the 7 November 2019 applicability date for Amendment 1 to Annex 19 — *Safety Management,* relating to implementation of a safety management system (SMS) by organizations responsible for the type design and manufacture of engines and propellers. The Commission noted that once a Standard has been adopted by the Council and the effective date has passed (i.e. the date by which States can register their disapproval as per Article 90 of the Chicago Convention), the Standard becomes effective. As Amendment 1 to Annex 19 became effective on 11 July 2016, a proposal for delay of the applicability date would be subject to the established process for amendment of a Standard. The Commission also noted that the Standard for organizations responsible for the type design or manufacture of aircraft to implement an SMS became applicable on 14 November 2013; if an organization responsible for the type design or manufacture of engines or propellers does not have an SMS, the engine or propeller would necessarily be included in the scope of the SMS of the organization responsible for the type design or manufacture of the aircraft. States were reminded of their obligation under Article 38 of the Chicago Convention to notify differences to ICAO if they find it impracticable to comply or are otherwise unable to bring their own regulations into accord with Amendment 1 to Annex 19 by the 7 November 2019 applicability date. Concerns were expressed that a delay to the amendment applicability for these organizations could negatively impact the efficacy of safety management implementation in general and that ICAO should focus on producing high quality SSP-related USOAP protocol questions and the initiation of USOAP SSP assessments as soon as possible. Given that only a few States indicated support for the working paper, the Commission decided not to recommend a postponement to the applicability date concerned.

30.42   Information papers were provided by: Brazil (A40-WP/539); the Dominican Republic (A40-WP/370); Japan (A40-WP/502); Nicaragua (A40-WP/70 Revision No. 1); and Qatar (A40-WP/146).

Accident Investigation and Airspace Issues

30.43   The Commission reviewed A40-WP/398, presented by Argentina, which highlighted the importance of monitoring follow-up actions for safety recommendations. It also requested the Council to disseminate programmes and procedures for the follow-up of safety recommendations by publishing existing programmes developed in some States and requested that ICAO find a mechanism to contribute funds to support the development of such programmes in States. The Commission agreed to recommend that the proposal be referred to the Council for further consideration, acknowledging that existing programmes and procedures relating to follow-up of safety recommendations could be made available on an ICAO website for use by States lacking such programmes.

30.44   The Commission reviewed A40-WP/416, presented by Argentina, which addressed the post-fieldwork psychophysical monitoring of aircraft accident investigators when they have been exposed to various aggressive agents or hazards. The Commission noted that Circular 315 — *Hazards at Aircraft Accident Sites* contained guidance on the management of occupational health risks in aircraft accident investigation; however, it did not address psychophysical monitoring of investigators. The Commission agreed to refer the establishment of a psychophysical monitoring programme for investigators to the Council for further consideration, taking into account existing priorities funded through the Budget and the availability of extra-budgetary resources. The Commission also encouraged States that have established such programmes to provide timely information on their implementation and encouraged States to support RASGs in deliberations on the establishment of a psychophysical monitoring programme for investigators.

30.45   The Commission reviewed A40-WP/347 and Corrigendum No. 1**,** presented by Trinidad and Tobago with the support of Antigua and Barbuda, Dominica, Grenada, Jamaica, Saint Kitts and Nevis, Saint Lucia and Saint Vincent and the Grenadines[9], which addressed the challenges faced by some States in complying with the investigation provisions in Annex 13 — *Aircraft Accident and Incident Investigation*. The paper suggested that an expert group review the process used to audit States' compliance with the SARPs in Annex 13 and the *Manual of Aircraft Accident and Incident Investigation* (Doc 9756); recommending a restructure of Annex 13 and associated guidance to differentiate compliance requirements between less developed States and States with complex aviation industries through a different set of Universal Safety Oversight Audit Programme (USOAP) protocol questions (PQ). The Commission noted that the USOAP CMA abides by the principles of universality, and applies a systematic, consistent and objective approach when performing its activities allowing the programme to monitor all ICAO Member States in a standardized and uniform manner.

30.46   The Commission also recalled that the USOAP findings indicated some States had not been able to implement an effective investigation system due, in general, to a lack of human and financial resources together with lack of appropriate legislation and regulations. It was further recalled that a regional investigation system can provide economies of scale by allowing for the sharing of required resources. To this effect, ICAO published comprehensive guidance on regional investigation systems in

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[9] And also supported by the following non-Members States of ICAO: Anguilla, British Virgin Islands, Guadeloupe and Martinique.

Doc 9946, *Manual on Regional Accident and Incident Investigation Organization*, and provisions on delegation of an investigation to another State or regional accident and incident investigation organization (RAIO) were introduced in Annex 13 in 2010. The Commission was further reminded that Assembly Resolution A38-12: *Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation* recommended that States cooperate in the investigation of accidents, and that States and RAIOs provide assistance. In light of the aforementioned, the Commission acknowledged the challenges faced by some States in discharging their investigation obligations and called on those States to consider the establishment of other cooperation mechanisms for investigations as an alternative to RAIOs.

30.47   The Commission reviewed A40-WP/96, presented by the United Arab Emirates, which requested that ICAO establish and host a data repository of human- and organization-related factors gathered from accident and incident investigations, and from the application of risk management approaches. The aim of such a data repository would be to facilitate consultancy services to less-resourced States. The Commission noted the need to respect the protection provisions in Annex 19 and noted the existing Safety Management Implementation (SMI) public website, the ICAO e-Library of Final Reports containing some 2000 reports and the information provided to air safety investigators by the International Society of Air Safety Investigators (ISASI) and recommended that the Council review the proposals with respect to existing priorities funded through the 2020-2022 Budget.

30.48   The Commission reviewed A40-WP/149, presented by the Air Crash Victims' Families' Federation International (ACVFFI), which proposed that an amendment to Annex 13 be developed to require translation of Final Reports into the native languages of the accident victims and their families. The Commission recalled Assembly Resolution A39-27: *Assistance to victims of aviation accidents and their families,* noting language barriers have posed some difficulties in providing timely information to the families. While recognizing the importance for families and accident victims of properly understanding the information contained in Final Reports of investigations, the Commission also acknowledged that such translation would not only result in a decrease of the resources for the investigation, but would also be a challenge for a State in charge of an investigation given the many different nationalities involved in any major accident. A proposal for States having suffered citizen fatalities to translate Final Reports into their national languages was also noted. The Commission agreed that the Council should consider expanding relevant guidance material to address the issue, taking account of the perspectives expressed during the discussion, and with respect to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources.

30.49   Information papers were provided by: Argentina (A40-WP/384); Indonesia ((A40-WP/513); and the Republic of Korea (A40-WP/377).

30.50   The Commission, in reviewing A40-WP/162 presented by the Democratic People's Republic of Korea (DPRK), noted the impact analysis therein of suspended commercial aviation services with a focus on SADIS, SITA and Jeppesen. In noting the efforts of the DPRK in reinstating those services for safe operation of international civil aviation, the Commission acknowledged the importance of compliance with the applicable United Nations (UN) resolutions as well as with the Chicago Convention and its Annexes. The Commission was informed that the Council of ICAO remained continually informed on the subject, including developments, and maintained coordination with the UN, as necessary, to support safe operation of international civil aviation.

30.51   The Commission reviewed A40-WP/138, presented by Kiribati, which provided information on the Pacific Island Forum (PIF) and its small island States (SIS) considerations for upper airspace management in the South Pacific. The Commission noted the content of the paper and recognized that airspace change proposals came under the broad heading of amendments to regional air navigation plans. In this respect, the Commission recalled that these amendments, concerning the provision of air navigation facilities and services for international air navigation, were governed by formal procedures approved by the Council of ICAO, and that the initial steps remained the purview of the relevant States and, as necessary, the ICAO Regional Office concerned.

30.52   The Commission reviewed A40-WP/170, presented by Ukraine, which provided an overview of air traffic management (ATM) aspects and safety issues in the Simferopol flight information region (FIR), where responsibility for air traffic services (ATS) was delegated to Ukraine. The Commission noted the ongoing measures of Ukraine, in close cooperation with international organizations and State civil aviation authorities, to facilitate safe provision of air navigation services and to normalize air traffic flows over the High Seas within the Simferopol FIR. In noting the duplicate publication of aeronautical information in the Black Sea area, the Commission acknowledged the importance of compliance with the applicable United Nations (UN) resolutions as well as the Chicago Convention and its Annexes. The Commission further noted that this matter was within the purview of the European Air Navigation Planning Group (EANPG) Black Sea Task Force (BSTF). The BSTF had been established to support the ICAO initiative to progressively normalize the air traffic flow in the airspace over the Black Sea and create the necessary coordination mechanism to enable and implement operational and technical solutions mutually acceptable to all parties. The Commission supported and encouraged the BSTF to continue its efforts.

Miscellaneous

Trust framework, Remotely piloted aircraft systems (RPAS), Air traffic management (ATM)

30.53   The Commission reviewed A40-WP/295, presented by New Zealand, which discussed aviation cybersecurity frameworks in the context of existing non-sector-specific cyber-security controls used by States, and proposed that ICAO should focus on developing robust and agreed cybersecurity principles that States could reference. The Commission also reviewed A40-WP/197, presented by Brazil, highlighting the need for an aviation trust framework to ensure interoperability and avoid diverging efforts between States and regions, and A40-WP/369 presented by ICCAIA, calling for the further promotion of a globally harmonized trust framework in coordination with the ICAO cybersecurity strategy while ensuring appropriate consultation with industry expertise.

30.54   The Commission noted that the actions contained in the three papers were aligned with action taken by the ICAO Council concerning AN-Conf/13 Recommendation 5.4/1, and with Assembly Resolution A39-19. Consistent with the cybersecurity strategy, ICAO was working in a coordinated, horizontal and cross-cutting manner to address cyber threats strategically, involving States, the military community, industry as well as non-traditional aviation stakeholders such as the governing bodies of the Internet. The Commission further noted that work on the trust framework had been rapidly progressing since AN-Conf/13 and this included the development of technology agnostic methods, processes and guidance to the aviation community for reduction in the cyber-threat surface and to guarantee resilience and interoperability of the air navigation system. Strong support had been received thus far from States, industry and other stakeholders.

30.55   The Commission reviewed A40-WP/465, presented by Venezuela (Bolivarian Republic of) and supported by the following ICAO SAM States and the LACAC States[10], and acknowledged that ICAO's work for the development of guidance material and training activities to support implementation of RPAS-related SARPs is beneficial to States and regions. The Commission noted that the aforementioned activities were ongoing within ICAO and recommended that they be continued.

30.56   The Commission reviewed A40-WP/120, presented by ICCAIA and IFALPA which called for ICAO to establish operational procedures for a global upper airspace strategy with the intent of worldwide implementation that interfaces with all aircraft operations, including commercial space operations. The Commission noted the ongoing applicability of AN-Conf/13 Recommendation 5.1/1 — Operations above flight level 600, and agreed that any predetermination of uniform limitations, such as vertical boundaries, would be premature without further consultation.

30.57   The Commission reviewed A40-WP/419, presented by Cameroon, which highlighted the benefits inherent in regional search and rescue (SAR) arrangements in assisting States to meet their obligations under Annex 12 — *Search and Rescue*. The Commission recalled that such agreements, to be consistent with Annex 12, needed to be appropriately coordinated with the States concerned. It was also noted that to progress such matters, any consequent amendment to the applicable eANP (electronic regional air navigation plan) remained a regional prerogative.

30.58   The Commission reviewed A40-WP/85, presented by Finland on behalf of on behalf of the European Union[11] and its Member States, the other Member States of the European Civil Aviation Conference[12]; and by EUROCONTROL, which invited States and ICAO to implement a collaborative global network-centric planning of airspace design, air traffic flow management, and operational and technical interoperability. The Commission, recognizing the importance of interconnecting regional/sub-regional networks and ATM data exchange across regions, noted the ongoing applicability of AN-Conf/13 Recommendation 3.3/1: Network operations (NOPS). The Commission also noted that the requested actions are part of the on-going efforts of ICAO and recommended that the contents of the working paper be referred to relevant expert groups.

30.59   The Commission reviewed A40-WP/137, presented by the United Arab Emirates, which highlighted the benefits of data fusion in the production of more consistent, accurate, and useful information than that provided by any individual data source. The paper also acknowledged the need for integration with existing systems such as iSTARS. The Commission noted that, in relation to AN-Conf/13 Recommendation 7.1/1 that had been approved by Council, ICAO was taking action on data-driven decision making, the further development of iSTARs and the Safety Information Monitoring System (SIMS), a form of data fusion centre. These activities are ongoing and included coordination with ICAO Member States through the relevant regional groups as well as bilateral meetings.

30.60   The Commission reviewed A40-WP/417, presented by Venezuela (Bolivarian Republic of), which outlined the progress made by States in the Caribbean (CAR) and South American (SAM) Regions in implementing and interconnecting their ATS message handling system (AMHS) centres. The

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[10] Belize, Bolivia, Chile, Colombia, Costa Rica, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Nicaragua, Panama, Peru and Uruguay

[11] 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, Sweden and United Kingdom.

[12] Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Georgia, Iceland, Republic of Moldova, Monaco, Montenegro, North Macedonia, Norway, San Marino, Serbia, Switzerland, Turkey and Ukraine.

Commission noted the progress made in this regard and the importance of continued coordination between the States concerned, to advance this further. The Commission noted that existing provisions would support the intended uses for the AMHS system and that continued coordination at the regional level would ensure that objectives of the Regional Plan were met.

30.61   The Commission reviewed A40-WP/359, presented by Venezuela (Bolivarian Republic of), which highlighted the practical challenges for civil-military cooperation between States with adjacent flight information regions (FIRs) in the ICAO CAR and SAM regions. The Commission, in acknowledging the importance of close civil-military coordination and collaboration between adjacent States, noted the actions proposed were reflected in AN-Conf/13 Recommendation 3.4/2 approved by the ICAO Council. The Commission urged States to continue their efforts in support of civil-military cooperation and collaboration across airspace boundaries.

30.62   The Commission reviewed A40-WP/119, presented by CANSO, ICCAIA and Singapore, which addressed the challenges faced by ANSPs in safely and efficiently delivering the necessary capacity to accommodate the forecast traffic growth and proposed a number of actions to meet the objectives within the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP). The Commission noted that the actions proposed were consistent with action taken by the ICAO Council in response to AN-Conf/13 Recommendation 4.3/1. Nevertheless, the contents of the paper, especially matters related to the need to consider interdependencies between key performance areas, should be forwarded to the appropriate expert group for further consideration. The Commission agreed that States should be urged to enhance collaboration and partnership to address common challenges to facilitate appropriate funding for ATM systems and CNS infrastructure, as well as to ensure that the appropriate financial mechanisms were in place to enable an effective deployment of operational improvements.

Airport operations and infrastructure (AOI)

30.63   The Commission reviewed WP/393, presented by Cameroon, which highlighted the impact of illegal occupation of airports on the safe operation and expansion of airports. The paper advocated a series of actions to secure and safeguard land reserves for the future expansion as well as the continued safe operation of airports. The Commission, in noting that adequate ICAO provisions were already available or in the process of being developed, supported the need for raising awareness on this subject.

30.64   The Commission reviewed A40-WP/144, presented by Qatar, which requested ICAO to review aerodrome certification provisions to ensure certification coverage at aerodromes where operational responsibilities are shared between independent organizations. The Commission agreed with the actions proposed and was informed that the actions directed at ICAO were within the scope of the existing work programme.

30.65   The Commission reviewed A40-WP/218, presented by the United Arab Emirates, on the need to intensify support for aeronautical information management (AIM) and the role the No Country Left Behind initiative could play. The Commission agreed that ICAO should continue to support and encourage the active participation of all States in the global AIM modernization and implementation efforts.

30.66   The Commission reviewed WP/264, presented by Indonesia, which proposed the use of an Integrated Web-based Aeronautical Information System Handling (I-WISH) system to support the process of collaborative decision-making (CDM). The Commission noted A40-WP/264 and agreed that its content be brought to the attention of the appropriate expert group.

30.67   The Commission reviewed A40-WP/449, presented by Venezuela (Bolivarian Republic of), on matters to be taken into consideration in the development and implementation of the ICAO meteorological information exchange model (IWXXM). In acknowledging with appreciation the offer of implementation support, and being informed that an expert group was already addressing IWXXM-related activities, the Commission agreed that the contents of the paper be brought to the attention of the appropriate expert group.

30.68   The Commission reviewed A40-WP/207, presented by ICCAIA, ACI, CANSO and IFATCA. Acknowledging the evolving requirements for secure, reliable, interoperable and ubiquitous CNS systems to support safe, efficient and cost-effective transport and the need to protect the spectrum allocated for those systems, the Commission agreed that States should actively support the ICAO position during the International Telecommunication Union (ITU) World Radiocommunication Conference 2019 (WRC-19). Subject to existing priorities funded through the 2020-2022 Budget and the availability of extra-budgetary resources, the Commission agreed that as recommended by AN-Conf/13 Recommendation 2.2/1, ICAO should launch a multidisciplinary "study to evolve the required CNS and frequency spectrum access strategy and systems roadmap in the short, medium and long term…".

Operations (OPS)

30.69   The Commission reviewed A40-WP/179, presented by Brazil, related to a "dual" oversight concept for short-term aircraft interchange. The Commission noted that the actions in A40-WP/179 were addressed by AN-Conf/13 Recommendation 7.3/1 f) and had been approved by the Council, and it was expected that progress would be made during the 2020-2022 triennium. The Commission noted that the appropriate expert group would be made aware of the issues raised so as to bring context to their work.

30.70   The Commission reviewed A40-WP/304, presented by China, which highlighted the challenges of operating at high-elevation aerodromes. Specific challenges included unfavourable weather, limited navigational facilities and the effects of hypoxia due to oxygen scarcity. The Commission recognized the action proposed had been presented at the 39th Session of the Assembly, subsequently approved by the Council, and added to the work programme of the appropriate expert group.

30.71   The Commission reviewed A40-WP/110, presented by the Republic of Moldova, which recommended the development of SARPs requiring the installation of a centralized-locking mechanism for overhead bins on passenger aircraft for use during evacuations. It also called for recommendations and guidance for States and industry to harmonize carry-on baggage provisions and to manage carry-on baggage during evacuations to mitigate safety risks. The Commission was informed that ICAO Document 10086, *Manual on Information and Instructions for Passenger Safety*, published in 2018, contained guidance on the issue of carry-on baggage in evacuations. The Commission, in noting a number of concerns with the paper, agreed that the content of the discussion and the working paper should be referred to the appropriate expert group.

30.72   The Commission reviewed A40-WP/287, presented by the United Kingdom, New Zealand, France and Netherlands, which called on ICAO and States to continue to prioritize the mitigation of safety risks associated with non-compliant shipments of lithium batteries transported on aircraft including those not declared as dangerous goods, wrongly declared as less-hazardous dangerous goods, and those not meeting established test requirements. The Commission was informed that the subject of risks introduced by entities in the cargo supply chain was already on the work programme of the Organization. ICAO would continue to prioritize efforts to mitigate safety risks associated with the transport of lithium batteries by air, including the actions set out in the working paper.

30.73   The Commission reviewed A40-WP/173, presented by CANSO, ACI and ICCAIA, regarding the benefits achieved with the implementation of required navigation performance authorization required (RNP AR) approach (APCH) procedures. The Commission acknowledged the importance of developing RNP AR procedures, only where applicable, and recommended that States consider their use in consultation with airspace users. The Commission noted that appropriate expert groups were currently addressing the development of guidance for RNP AR under the existing work programme. The Commission noted that RNP AR procedures were intended for specific situations, such as challenging obstacle-rich environments, and agreed that the use of less limiting navigation specifications should be preferred where possible.

30.74   The Commission reviewed A40-WP/272, presented by ICCAIA, IBAC and IFALPA, which called for ICAO to prioritize work related to helicopter operations and consider the need for new provisions. The Commission, in supporting the actions proposed in the working paper, noted that helicopter operations were on the existing work programmes of several expert groups, and urged States to collect and share best practices to support such operations through the regional planning and implementation groups.

Accident Investigation (AIG), State safety programme (SSP) and safety management system (SMS)

30.75   The Commission reviewed A40-WP/69, presented by Nicaragua, and noted the efforts by Nicaragua to establish a functionally independent accident investigation authority, in compliance with Annex 13 — *Aircraft Accident and Incident Investigation,* whereby the Nicaraguan Agency for Accident and Incident Investigation (ANIA) reported directly to the Presidency of the Republic of the State of Nicaragua. In relation to the proposed action for additional guidance material to be developed on accident investigation activities, the Commission recalled that Circular 315, *Hazards at Aircraft Accident Sites* provided guidance relating to, inter alia, health risks posed by chemical and flammable substances resulting from accidents. The Commission was informed that ICAO guidance material on environmental care at an accident site is currently under development.

30.76   The Commission, in reviewing A40-WP/99, presented by the United Arab Emirates, noted that accident investigation software could be a viable solution for conducting accident investigations to effectively manage investigation resources. The Commission also noted that the United Arab Emirates Air Accident Investigation Management System (UAE AIMS) had contributed to enhancing the efficiency of numerous investigation functions, and that States should consider the benefits of introducing software into their investigation processes. The Commission agreed that States should also share their experiences with accident and incident investigation software applications.

30.77   The Commission considered A40-WP/100, presented by the United Arab Emirates, which called upon ICAO to develop an ICAO competency framework for accident investigators. The Commission recognized the important role that investigators play in the effective conduct of aircraft accident and incident investigations and noted that the task was already being progressed by the appropriate expert group.

30.78   The Commission reviewed A40-WP/147, presented by the Air Crash Victims' Families Federation International (ACVFFI), and noted the request to, inter alia, consider a Recommended Practice for airport operators to develop appropriate plans on providing timely and effective assistance to aircraft accident victims and their families within their emergency plans. The Commission noted that Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations* currently contained provisions related to the establishment of an emergency plan at an aerodrome and the *Airport Services Manual*, Part 7 — *Airport Emergency Planning* (Doc 9137) provided complementary guidance. In the context of family assistance provisions contained in Annex 9 — *Facilitation* and the *ICAO Policy on Assistance to Aircraft Accident Victims and their Families* (Doc 9998), which encompassed airport operators, the Commission noted that Doc 9137 was due to be updated as part of the current ICAO work programme. The Commission agreed that the contents of A40-WP/147 should be brought to the attention of the appropriate expert groups.

30.79   The Commission reviewed A40-WP/231, presented by Australia and co-sponsored by Canada, New Zealand and Singapore, which recommended that ICAO provide assistance to States with small aviation systems, such as the Pacific Island Developing States, by providing targeted guidance and educational material as well as through enhanced regional engagement and cooperation to implement a State safety programme (SSP). The Commission, in supporting the proposals, noted that ICAO initiatives to address these issues were already underway.

30.80   The Commission reviewed A40-WP/145, presented by Qatar, which proposed that a new Standard be developed in Annex 19 – *Safety Management* for the management of change at the State level. The Commission recognized that several ICAO initiatives were underway to address the issues raised in the paper and agreed that the contents be forwarded to the appropriate expert groups.

30.81   The Commission reviewed A40-WP/316, presented by Venezuela (Bolivarian Republic of) and sponsored by ICAO SAM States and LACAC Member States[13], which highlighted the importance of recruiting and training support staff needed to sustain the State safety oversight system as the foundation of the SSP. A40-WP/351, also presented by Venezuela (Bolivarian Republic of) and sponsored by ICAO SAM States and LACAC Member States, and A40-WP/421, presented by Australia, New Zealand, Singapore, and the United Kingdom, and co-sponsored by Italy and North Macedonia, called upon ICAO to develop new competencies associated with the functions related to SSP implementation. The Commission acknowledged the need to identify a set of comprehensive safety management-related competencies and that they should be taken into consideration for the development and implementation of SSP. It was also noted that Doc 10070, *Manual on the Competencies of Civil Aviation Safety Inspectors*, addressed some of these competencies.

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[13] Belize, Bolivia, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Guyana, Honduras, Nicaragua, Panama, Paraguay, Peru and Uruguay.