



ICAO

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North American, Central American and Caribbean Office

INFORMATION PAPER

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Agenda Item 2: Follow-up on Conclusions from Previous NACC/DCA Meetings

RESULTS OF THE 38TH SESSION OF THE ICAO ASSEMBLY

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper reports the outcome of the 38th Session of the ICAO Assembly.	
<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives
<i>References:</i>	<ul style="list-style-type: none">• Resolutions Adopted by the Assembly

1. Introduction

1.1 1,845 participants from 184 Member States and 54 observer delegations helped make the 38th Assembly the largest in ICAO's history. Participating government ministers and civil aviation officials discussed a wide range of critical global issues at ICAO over two weeks, many of which are expected to impact how States and operators will cooperatively manage the projected doubling of air transport traffic now expected by 2030. There was a total of 30 Resolutions taken by the Assembly, which are listed in the **Appendix** to this information paper.

2 ICAO Vision and Mission

2.1 Vision: Achieve the sustainable growth of the global civil aviation system.

2.2 Mission: The International Civil Aviation Organization is the global forum of States for international civil aviation. ICAO develops policies, standards, undertakes compliance audits, performs studies and analyses, provides assistance and builds aviation capacity through the cooperation of Member States and stakeholders.

3 ICAO Strategic Objectives 2014-2016

3.1 As the global forum for cooperation among its Member States and the world aviation community, ICAO sets and evolves Standards and Recommended Practices (SARPs) for the safe and orderly development of international civil aviation. Presently, there are over 10,000 such Standards and provisions contained in ICAO's Annexes to the Convention on International Civil Aviation.

3.2 In its ongoing mission to support and enable a global air transport network that meets or surpasses the social and economic development and broader connectivity needs of global businesses and passengers, and acknowledging the clear need to anticipate and manage the projected doubling of global air transport capacity by 2030 without unnecessary adverse impact on system safety, efficiency, convenience or environmental performance, ICAO has established five comprehensive Strategic Objectives for the 2014-2016 triennium.

Safety

Enhance global civil aviation safety. This Strategic Objective is focused primarily on the State's regulatory oversight capabilities. The Global Aviation Safety Plan (GASP) outlines the key activities for the triennium.

Air Navigation Capacity and Efficiency

Increase the capacity and improve the efficiency of the global civil aviation system. Although functionally and organizationally interdependent with Safety, this Strategic Objective is focused primarily on upgrading the air navigation and aerodrome infrastructure and developing new procedures to optimize aviation system performance.

Security & Facilitation

Enhance global civil aviation security and facilitation. This Strategic Objective reflects the need for ICAO's leadership in aviation security, facilitation and related border security matters.

Economic Development of Air Transport

Foster the development of a sound and economically-viable civil aviation system. This Strategic Objective reflects the need for ICAO's leadership in harmonizing the air transport framework focused on economic policies and supporting activities.

Environmental Protection

Minimize adverse environmental effects of civil aviation activities. This Strategic Objective fosters ICAO's leadership in all aviation-related environmental activities and is consistent with the ICAO and United Nations system environmental protection policies and practices.

4 38th ICAO Assembly: Summary of Major Developments

ICAO Global Planning for Safety and Air Navigation: Safety Still Paramount

4.1 In the Safety domain, the 38th ICAO Assembly strongly endorsed the first edition of the Global Aviation Safety Plan (GASP) and the fourth edition of the Global Air Navigation Plan (GANP) as the global strategic directions for safety and air navigation, respectively and reiterated that global aviation's first and guiding commitment is to reduce the rate and number of accidents worldwide.

4.2 The revised GASP gives ICAO a clear mandate to continue driving greater transparency, collaboration and responsiveness in safety improvement through real-time analysis and reporting cycles and greater regional accountability. It also sends a strong message that collaboration and partnership on air transport's sector-wide safety challenges remains essential to delivering positive results.

4.3 Based on further Assembly support, ICAO will be furthering these efforts in the years to come through more intensive engagement with all regional players along with the sensible protection and sharing – where appropriate – of critical safety information.

5 Air Navigation Capacity and Efficiency

5.1 The GANP will permit ICAO to practically and flexibly realize the long sought after goal of a globally-harmonized air navigation system. With its extensively detailed Aviation System Block Upgrade (ASBU) modules, the revised GANP provides unprecedented levels of transparency and planning certainty to States, regional implementation groups, service providers, airspace users and industry stakeholders. It provides clear guidance on the required operational targets and supporting standards needed over the next 15 years, not to mention the specific technologies, procedures and regulatory approvals.

5.2 The Assembly calls upon States, planning and implementation regional groups (PIRGs), and the aviation industry to utilize the guidance provided in the GANP for planning and implementation activities, which establish priorities, targets and indicators consistent with globally-harmonized objectives, taking into account operational needs. Taking into consideration the GANP guidelines as an efficient operational measure for environmental protection; and providing timely information to ICAO and each other regarding the GANP implementation status, including lessons learned from implementation of its provisions.

6 Security and Facilitation

6.1 By endorsing the Council's decisions on security and facilitation, the Assembly confirmed ICAO's emphasis on achieving greater balance between effective control measures and system-wide connectivity and efficiency. Risk management based prioritization, mutual recognition of equivalent security measures and other key principles will now serve as foundational components to future security and facilitation discussions in ICAO.

6.2 ICAO Member States further acknowledged the progress made since the 37th Assembly in enhancing civil aviation security, notably through the strengthening of Annex 17 SARPs dealing with air cargo, the delivery of technical assistance and cooperation in all regions, and the completion of the second cycle of the Organization's Universal Security Audit Programme (USAP).

6.3 The Assembly also endorsed new directions in the security and facilitation area, such as the Continuous Monitoring Approach (CMA) to security audits and ICAO's new Traveller Identification Programme strategy. Above all, the Assembly outcomes reinforced that success in aviation security and facilitation must be built on a foundation of improved international cooperation.

7. Economic Development of Air Transport

7.1 The Assembly endorsed the new ICAO Strategic Objective aimed at the economic development of air transport. Also endorsed were the recommendations delivered by the Sixth Worldwide Air Transport Conference (ATConf/6) and the Organization's future work plan in the areas of forecasting, economic analysis, and statistics.

7.2 ICAO will consequently have a stronger mandate for the coming triennium to lead development on a long-term vision for liberalization, a global regulatory framework, and related policy guidance. Key to these efforts will be the development of international agreements to facilitate liberalization of market access, air carrier ownership and control, and air cargo service.

7.3 The development of core principles for consumer protection were recognized by the Assembly as a further matter of priority for ICAO as was the development of guidance on the impact of taxation and charges on air transport. The Organization was also directed to provide guidance on the funding and financing of aviation infrastructure development; safety, security and economic oversight functions; as well as incentive mechanisms to support the timely implementation of the Aviation System Block Upgrade modules.

8 Environmental Protection

8.1 In the area of environmental protection, the Assembly recognized ICAO's tremendous progress during the last triennium, reaffirmed its collective aspirational goals, and agreed on a comprehensive strategy to progress all elements of the basket of measures, namely technology, operations and alternative fuels, and set forth a very ambitious work programme for capacity building and assistance to States with the development and implementation of their action plans to reduce emissions.

8.2 The development of a new aircraft noise Standard was clearly welcomed by the Assembly, and further work towards the establishment of robust particulate matter and CO₂ emissions Standards by the 39th Assembly in 2016 was fully encouraged. ICAO's achievements with environmental tools were similarly supported, notably with respect to its Fuel Savings Estimation Tool, which facilitates assessment of the environmental benefits of operational measures. Also strongly endorsed was ICAO's continuing work to aid wider implementation of sustainable alternative fuels.

8.3 The submission of State Action Plans, representing more than 80% of international traffic during the last triennium, was recognized as a significant achievement by the Assembly. ICAO also received separate and strong signs of support for this work through announcements of related financial assistance by the Global Environment Facility and the European Union (EU).

9. Legal Developments

9.1 In the legal field, the Assembly adopted a resolution to promote the ratification of the Beijing Convention and the Beijing Protocol of 2010. These two new treaties have broadened and strengthened the global aviation security regime to meet new and emerging threats.

9.2 The Assembly also adopted another resolution to promote the ratification and urge universal adoption of the Montreal Convention of 1999, in order to realize the full benefits from its implementation. This instrument modernizes the legal regime regarding air carrier liability and facilitates the use of paperless air transport documents.

10. Assembly Elects New Council for 3-year Term

10.1 PART I – (States of chief importance in air transport) – Australia*, Brazil*, Canada*, China*, France*, Germany*, Italy*, Japan*, Russian Federation*, United Kingdom* and the United States*.

10.2 PART II – (States that make the largest contribution to the provision of facilities for international civil air navigation) – Argentina*, Egypt*, India*, Mexico*, Nigeria*, Norway, Portugal, Saudi Arabia*, Singapore*, South Africa*, Spain* and Venezuela.

10.3 PART III – (States ensuring geographic representation) – Bolivia, Burkina Faso*, Cameroon*, Chile, Dominican Republic, Kenya, Libya, Malaysia*, Nicaragua, Poland, Republic of Korea*, United Arab Emirates* and United Republic of Tanzania.

*Indicates re-election

10.4 The provisional edition of the resolutions adopted at the 38th session of the Assembly is now available at: http://www.icao.int/Meetings/a38/Documents/Resolutions/a38_res_prov_en.pdf.

**APPENDIX
RESOLUTIONS TAKEN BY THE ASSEMBLY**

- A38-1 Assistance to victims of aviation accidents and their families
- A38-2 ICAO global planning for safety and air navigation
- A38-3 Protection of certain accident and incident records
- A38-4 Protecting information from safety data collection and processing systems in order to maintain and improve aviation safety
- A38-5 Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets
- A38-6 Support of the ICAO policy on radio frequency spectrum matters
- A38-7 Comprehensive Regional Implementation Plan for Aviation Safety in Africa
- A38-8 Proficiency in the English language used for radiotelephony communications
- A38-9 Halon replacement
- A38-10 Recognition of approval of flight simulation training devices (FSTD)
- A38-11 Formulation and implementation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) and notification of differences
- A38-12 Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation A38-13 Composition of the Air Navigation Commission and participation in its work
- A38-14 Consolidated statement of continuing ICAO policies in the air transport field
- A38-15 Consolidated statement of continuing ICAO policies related to aviation security
- A38-16 Consolidated statement of continuing policies and practices related to facilitation
- A38-17 Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality
- A38-18 Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change
- A38-19 Promotion of the Beijing Convention and the Beijing Protocol of 2010
- A38-20 Promotion of the Montréal Convention of 1999
- A38-21 Term limits for the Offices of the Secretary General and the President of the Council
- A38-22 Budgets for 2014, 2015 and 2016
- A38-23 Confirmation of Council action in assessing the contributions to the General Fund and determining advances to the Working Capital Fund of States which have adhered to the Convention
- A38-24 Discharge by Member States of financial obligations to the Organization and action to be taken in case of their failure to do so
- A38-25 Incentives for the settlement of long-outstanding arrears
- A38-26 Assessments to the General Fund for 2014, 2015 and 2016
- A38-27 Working Capital Fund
- A38-28 Amendment of the Financial Regulations
- A38-29 Approval of the accounts of the Organization for the financial years 2010, 2011 and 2012 and examination of the Audit Reports thereon
- A38-30 Appointment of the External Auditor