GREPECAS/20 — WP/11
10/11/22

**Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group
(GREPECAS/20)**
Salvador, Brazil, 16 – 18 November 2022

Agenda Item 2: **Global and Regional Development**
2.5 ICAO Assembly 41st Session Results and Relevant Outcomes

**RELEVANT OUTCOMES ON AIR NAVIGATION MATTERS
OF THE 41ST SESSION OF THE ICAO ASSEMBLY**

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This working paper presents a summary of the outcomes of the 41st Session of the ICAO Assembly, which have a direct impact on the development activities of the Air Navigation Services.

Action:	Suggested actions are presented in Section 3.
Strategic Objectives:	• Air Navigation Capacity and Efficiency • Economic Development of Air Transport • Environmental Protection
References:	• 41st Session of the ICAO Assembly, held from 27 September to 07 October 2022: https://www.icao.int/Meetings/a41/Pages/default.aspx

1.   **Introduction**

1.1   The ICAO Assembly is the sovereign body of the Organization. It meets once every three years and is convened by ICAO's governing body, the Council. All 193 ICAO Member States and a large number of international organizations are invited to the Assembly, which sets the Organization's global policy for the upcoming triennium.

1.2   During Assembly sessions, the entire ICAO work programme in the technical, economic, legal and technical cooperation fields is reviewed in detail. The outcomes of the Assembly are communicated to the other bodies of ICAO and to its Member States to guide their ongoing and future work, as established in Article 49 of the Convention on International Civil Aviation.

1.3   During the 41st Session of the ICAO Assembly, held both in person and virtually, it was also offered a unique experience through the virtual platform of the Meetings and the accessibility to a mobile application.

1.4   Among the Agenda Items, the 41st Session of the ICAO Assembly addressed issues of great interest to air navigation, including:

   a)   Resolution A41-6: ICAO global planning for safety and air navigation

   b)   Resolution A41-7: Support for ICAO policy on radio frequency spectrum matters

   c)   Resolution A41-8: Consolidated statement of continuing ICAO policies and practices related to a global air traffic management (ATM) system and communications, navigation and surveillance/air traffic management (CNS/ATM) systems

   d)   Resolution A41-9: New entrants

   e)   Resolution A41-10: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation

   f)   Resolution A41-11: Declaration on air transport facilitation affirming global commitment to enable the safe and efficient recovery of aviation from the COVID-19 pandemic, and to make aviation more resilient in the future

2.   **Outcomes of the 41st Session of the ICAO Assembly**

2.1   In accordance with Resolution A41-6: ICAO Global Planning for Safety and Air Navigation, among other issues, matters related to the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan were reviewed (GANP).

2.1.1   Regarding Doc 10004 *Global Aviation Safety Plan (GASP)*, the Technical Commission recommended that the Assembly endorsed the 2023-2025 edition of the same.

2.1.2   Regarding Doc 9750 *Global Air Navigation Plan (GANP)* - seventh edition, a perspective for the eighth edition was proposed: the Commission recommended that this new version of the GANP be supported, which proposes to link the essential services detailed in the framework of the Universal Safety Oversight Audit Program (USOAP) Basic Building Blocks (BBB) with Protocol Questions (PQ), as well as minor updates to the BBB and the Aviation System Block Upgrades framework (ASBU) frameworks.

2.1.3   As a result of the support to the new versions of the GASP and the GANP, in accordance with the Report of the Technical Commission on Issue 30, Resolution A41-6: ICAO global planning for safety and air navigation was adopted.

2.2   Regarding Resolution A41-7: Support for ICAO policy on radio frequency spectrum matters: Urges member states to consider, as a priority, public and aviation safety when deciding how to enable new or additional services, and to consult with aviation safety regulators.

2.3   Resolution A41-8: Consolidated statement of continuing ICAO policies and practices related to a global air traffic management (ATM) system and communications, navigation and surveillance/air traffic management (CNS/ATM) systems is focused on CNS/ATM implementation, on the harmonization of implementation, and urges States to transition towards secure CNS systems, optimized to support the resilience of CNS/ATM systems and services.

2.3.1   This resolution invites States to:

a)   Harmonize the implementation of ICAO CNS/ATM systems.
b)   Ensure the resilience of ICAO CNS/ATM systems and services.

2.3.2   Under this resolution, States are also invited to make the transition towards safe, optimized CNS systems, based on the complementary integration of appropriate and independent capabilities of the aircraft, satellite and ground-based infrastructure that maximize the resilience and resistance to any type of interference.

2.4   Resolution A41-9: New entrants: invites new entrants to the airspace and ICAO to integrate these new services under ICAO standards and recommended practices.

2.5   Through Resolution A41-10: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation, the Assembly recommended that ICAO keep the consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation under review and advise the Assembly when changes are required.

2.5.1   Under this same resolution, it was confirmed that the Air Navigation Commission (ANC) Expert Groups have demonstrated their usefulness as a means to advance the solution of specialized technical problems.

2.5.2   Regarding coordination and cooperation between civil and military air traffic, the Assembly resolved on the following issues:

a.   Certificates of airworthiness, certificates of competency and licences of flight crews.
b.   Qualified and Competent Aviation Personnel.
c.   Formulation and Implementation of Regional Plans including Regional Supplementary Procedures
d.   Recommendations for the planning and implementation regional groups (PIRGs) and Regional air navigation (RAN) meetings.
e.   Delimitation of air traffic services (ATS) airspaces
f.   Recommendations to Search and Rescue (SAR) services.
g.   The common use by civil and military aviation of airspace and of certain facilities and services (shall be arranged so as to ensure the safety, regularity and efficiency of civil aviation as well as to ensure the requirements of military air traffic are met
h.   The priority of safety, implementation of best practices and coordination and joint work amongst stakeholders.
i.   The provision of adequate aerodromes.
j.   Adequate conditions of employment for aeronautical ground personnel.
k.   The participation of States in the technical work of ICAO.

l.   Updating the functions of the Technical Secretariat at Headquarters and the Regional Offices.

m.   Continued cooperation amongst Member States in aviation accident investigations.

n.   Attention focused on human performance.

2.6   In accordance with Resolution A41-11: Declaration on air transport facilitation affirming global commitment to enable the safe and efficient recovery of aviation from the COVID-19 pandemic, and to make aviation more resilient in the future, the Assembly resolved matters related to measures for recovery after the COVID-19 pandemic.

2.6.1   The relevant outcomes of the Safety Stream of the High-Level Conference on COVID-19 (HLCC 2021) are listed below:

a)   Results of the HLCC 2021 on Safety and operational measures related to the COVID-19 pandemic.

b)   Results of the HLCC 2021 on safety management.

c)   Results of the HLCC 2021 on matters of the radio frequency spectrum.

2.6.2   Regarding the results of the HLCC 2021 on Safety and operational measures related to the COVID-19 pandemic and on safety management, the Commission, after evaluating the different States' working papers, adopted Resolution 30/2: Support for ICAO policy on radiofrequency spectrum matters, focused on better management of frequencies for aeronautical use.

3.   Suggested actions

3.1   The 41st Session of the ICAO Assembly adopted a series of Resolutions that have a direct impact on Air Navigation aspects and in this regard the Meeting is invited to support:

a)   that GREPECAS incorporate the corresponding tasks within its Projects to ensure that the activities resulting from the resolutions are implemented;

b)   that the GREPECAS and RASG-PA Groups identify those tasks in common and incorporate joint implementation mechanisms;

c)   that mechanisms for measuring regional implementation be incorporated; and

d)   any other action that applies.

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