



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

NACC/DCA/10 — WP/27
06/05/22

**Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting
(NACC/DCA/10)**

Martinique, France, 21 to 23 June 2022

Agenda Item 9: Preparation for the 41st Session of the ICAO Assembly

AREAS OF INTEREST FOR THE UNITED STATES AT THE 41ST SESSION OF THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) ASSEMBLY

(Presented by United States)

EXECUTIVE SUMMARY	
This paper provides an overview of the areas of interest for the United States at the 41 st Session of the ICAO Assembly.	
Action:	See suggested action listed in paragraph 4.1.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Security & Facilitation• Economic Development of Air Transport• Environmental Protection

1. Introduction

1.1 The 41st Session of the ICAO Assembly (A41) will take place at ICAO headquarters in Montreal from September 27 to October 14, 2022, and will likely be held in a hybrid format with both in-person and virtual participation options. Aviation is evolving through rapidly developing new technologies, new airspace entrants, and environmental issues. Given the recent challenges to the global aviation system, the United States believes this Assembly will be critical for ICAO and stakeholders to take a proactive role in addressing current and future challenges. Such collaboration is necessary to maximize resources to ensure the continued efficiency and effectiveness of critical ICAO programs.

2. Discussion

2.1 The United States has identified the following areas of interest at the 41st Assembly:

2.2 **Climate Change**

2.2.1 Negotiations on two major climate change issues are anticipated at A41: 1) ongoing implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), and 2) a potential Long-Term Aspirational Goal (LTAG) for international aviation. United States seeks continued support for CORSIA including potentially increasing CORSIA's environmental ambition, alongside a potential long-term aspirational goal for international aviation. United States has been working alongside global colleagues to make technical contributions to these efforts (WP/26 refers). United States is likely to submit a working paper and/or an information paper to the Assembly under the Executive Committee on this topic.

2.3 **Advancing the International Aviation Trust Framework (IATF)**

2.3.1 The United States has played a key role in the ICAO Trust Framework Study Group (TFSG) where it has partnered with other Member States and industry representatives to review options to address information security risks in an increasingly multi-dimensional aviation ecosystem. The IATF envisaged by the ICAO TFSG offers a potential solution to provide confidence in the integrity and source of digital information—as well as its secure exchange. The ICAO TFSG developed IATF foundational concept documents, and the United States would like to recognize the significant effort invested by the TFSG while also noting that additional actions are required to move the work forward. The United States plans to submit a working paper to the Assembly on this topic.

2.4 **Optimizing Timelines for Implementation of ICAO Provisions**

2.4.1 The United States recognizes the value of evolving ICAO standards to meet current and future safety challenges. However, standards affiliated with new technical aviation safety solutions involving, inter alia, systems development, new or changed equipage requirements, and operational deployment, have been challenged with establishing effective implementation timelines. Development of new or amended ICAO standards include a specified applicability date that, once published, requires an additional amendment to adjust should the date require modification. This timeline-driven or date-based approach to implementation has led to the need to discuss and delay applicability dates, or to employ other ad-hoc approaches on a case-by-case basis. This paper explores a potential framework to identify scenarios in which a more graduated method of setting timelines that balances accountability for progress with the complexity of the implementation, which may be beneficial to reduce unexpected delays and workload.

2.5 **Aviation Security (AVSEC)**

2.5.1 The United States continues to support fully all ICAO AVSEC programs. The United States would like to influence and encourage innovation within the organization's plans, programs and guidance material, where appropriate, to assist Member States with effective implementation of Annex 17 Standards and Recommended Practices (SARPs) and the security provisions in Annex 9. For example, the U.S. Transportation Security Administration submitted a working paper at the ICAO AVSEC Panel of Experts meeting in May that recognized and encouraged the continued use of root cause analysis as the foundation to assess the function and effectiveness of current ICAO aviation security plans, programs, SARPs, and guidance materials. The United States notes that it may be beneficial for ICAO to conduct a holistic review of the Global Aviation Security Plan (GASeP), which should use root cause analysis, to

ensure that the aspirational targets are not creating additional barriers for Member States to comply with Annex 17.

2.6 Information Sharing

2.6.1 The United States expects to develop information papers on new and evolving approaches to data analytics, aviation medical research, pilot training, Unmanned aircraft system (UAS)-related topics, and progress on the U.S. National Aviation Safety Plan.

2.6.2 In addition to the subjects discussed above, the United States may seek to exchange information concerning new proposals or recommendations anticipated to address other high-interest topics, including:

- Outcomes from the High-level Conference on COVID-19;
- Universal Safety Oversight Audit Programme Continuous Monitoring Approach;
- Increasing the efficiency and effectiveness of ICAO;
- Increasing transparency of ICAO environmental standards
- Innovation in aviation;
- Technical assistance and cooperation;
- Global plans;
- Spectrum-related issues; and
- Regional implementation support mechanisms.

3. Conclusion

3.1 United States looks forward to collaborating with ICAO and its regional partners in addressing mutual viewpoints for improving aviation safety and efficiency worldwide.

4. Suggested Action

4.1 The Meeting is invited to utilize the information contained in this paper to coordinate and collaborate with the United States in identifying and advancing commonalities during the 41st ICAO Assembly.