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2019

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SUPPLEMENTARY REPORT ON ACTIVITIES OF THE ORGANIZATION
IN THE FIRST HALF OF 2019 AND
REVIEW OF ACTION TAKEN ON RESOLUTIONS OF THE
39th SESSION OF THE ASSEMBLY

Emerging Aviation Issues

Increased use of unmanned aircraft systems (UAS) and remotely piloted aircraft systems (RPAS)

Use of small unmanned aircraft (UA) is continuing to increase at a rapid rate across the globe, challenging regulators to appropriately design regulations that ensure safety and security while allowing the industry to thrive. Member States have requested ICAO assistance in developing a harmonized regulatory framework supporting domestic and international operations. This work is being undertaken by the UAS Advisory Group and a new Task Force on UAS for Humanitarian Aid and Development (TF-UHAD) and through DRONE ENABLE Symposia.

The UAS Advisory Group has completed and published online initial guidance on an Unmanned Aircraft System Traffic Management (UTM) framework. The TF-UHAD is developing guidance material that will support States, United Nations organizations and non-governmental organizations (NGOs) contracted by the UN, to safely and efficiently approve and conduct operations in time-critical situations. This work will lead to a baseline national regulatory framework for small UAS along with an expedited approval process for humanitarian operations.

Proposed Standards and Recommended Practices on airworthiness and the C2 Link are entering the approval process while other topics continue to be developed.

ICAO has also developed a new digital application which is available to States for conducting unmanned aircraft registrations. This application can be adopted by any State, at zero cost, to manage their day-to-day registration tasks, providing a complete end-to-end process in the digital domain. The prototype was demonstrated at Drone Enable 2 in China, and ICAO is currently seeking States who may be interested in adopting the application in their own countries.

Trust Framework

The Secretariat Study Group on Cybersecurity (SSGC) held its sixth meeting from 19 to 21 March 2019 in Tel Aviv, Israel. As an outcome of this meeting, the SSGC and its working groups developed a Cybersecurity Strategy that will be presented to the 40th Session of the ICAO Assembly. Furthermore the SSGC issued a set of recommendations pertaining to the establishment of an ICAO Cybersecurity Repository as well as a platform for the exchange of cybersecurity relevant information between State aviation cybersecurity experts.

Digitally-Connected Environment

The Thirteenth Air Navigation Conference recommended that ICAO begin to develop policy, guidance and procedures to guarantee the availability and integrity of information being exchanged in a digitally-connected environment which may be interrupted or disrupted by cyber events.

To this end, a group of experts is being established to develop a trust framework for the exchange of information among all stakeholders in a digitally-connected environment.

The trust framework should consist of governance, policy, procedures and overall technical performance requirements for system connectivity and interoperability. It aims to improve resilience of the aviation system, taking into consideration threats identified by security studies.

The work on the trust framework will focus on enabling trusted ground-ground, air-ground and air-air exchange of information among aviation stakeholders. Through the trust framework, achievement of the level of resilience and interoperability needed for continued safe operation of the civil aviation system will be supported.

The work will consider and incorporate future industry needs for both existing airspace users and new entrants in the aviation system, taking into account relevant technologies, including the Internet, for the exchange of information in support of air traffic management and flight operations.

To develop the work, experts from aviation and non-aviation sectors, with policy, technical and operational expertise, will be involved. This reflects that technologies not originally developed to support the aviation industry are currently being used by the aviation community to support safer and more efficient operations. To this end, a memorandum of understanding (MOU) between ICAO and the Internet Corporation for Assigned Names and Numbers (ICANN), the governing body of the Internet, was signed through which a mechanism of cooperation between the aviation and the Internet communities was established.

E-commerce

Because 90 per cent of cross-border business-to-consumer (B2C) e-commerce is currently moved by air transport, fast and reliable air cargo services are essential to meet the expected growth of e-commerce. ICAO and the Universal Postal Union (UPU) embarked on a joint project using UN Comtrade and e-commerce data to identify and quantify logistical constraints on e-commerce activity. UN Comtrade data contains billions of records of commodity movements, including origin and destination countries, cost, insurance, mode of transport, and the type of transaction, while e-commerce records e-commerce parcel transactions by date, time, class, weight, number and origin-destination city-pair.

Aviation Infrastructure/System Financing

The rapid growth of air traffic will place increased pressure on existing aviation infrastructure. ICAO has therefore been working with Member States on the funding and financing of the development of quality aviation infrastructure, especially through the ICAO World Aviation Forum (IWAF), a platform that brings together States' policymakers, development partners, and investment and financial institutions. The objective of ICAO is to encourage and promote diversified funding and financing sources, through the elevation of the role of the private sector, as well as the effective use of domestic resources and international development funding, to develop and modernize a quality aviation infrastructure/system commensurate with the level of predicted traffic growth and based on ICAO's Global Plans.

Progress on ICAO's Strategic Objectives

Safety

Global Aviation Safety Plan (GASP)

In June 2019, in preparation for the 40th Session of the ICAO Assembly, the Council approved the 2020-2022 edition of the GASP, taking into consideration all the modifications introduced by the GASP Study Group in response to the Thirteenth Air Navigation Conference (AN-Conf/13).

Safety Monitoring

Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA)

The following activities were completed during the first half of 2019, under the framework of the USOAP CMA:

a) Four audits,
b) Ten ICAO Coordinated Validation Missions (ICVMs),
c) Six off site validation activities.

In addition, two mandatory information requests (MIRs) were issued to obtain detailed information from States on specific aviation safety-related issues.

There was another milestone in February 2019 with the publication of the first non-confidential report following a State Safety Programme Implementation Assessment (SSPIA) activity. There are two further SSPIAs planned for the second half of 2019.

With respect to capacity-building and standardization, four USOAP CMA familiarization workshops were delivered, in Paris, Bangkok, Nairobi and Johannesburg. During this time period, five on-the-job training sessions were conducted for the qualification of USOAP CMA Team Members or Team Leaders.

Work continued on the development of an action plan, to address the recommendations of the Group of Experts for a USOAP CMA Structured Review (GEUSR).

Air Navigation Capacity and Efficiency

Global air navigation priorities (GANP)

In June 2019, in preparation for the 40th Session of the Assembly, the Council approved the sixth edition of the GANP which is evolving towards a web-based platform that will give better visibility and will

facilitate communication of the GANP content to all aviation and non-aviation stakeholders. Updates to the GANP were developed by the Secretariat with the support of experts from States and international organizations representing different ICAO groups of experts. Experts from relevant industry segments were also involved.

Global Reporting Format (GRF) 2019

A symposium on Implementation of the New Global Reporting Format for Runway Surface Conditions (GRF2019) was held at ICAO Headquarters from 26 to 28 March 2019 in support of the November 2020 applicability date of related Standards and Recommended Practices and Procedures. The event was attended by 325 experts and senior management, representing 48 Member States and seven international organizations. The objectives were to improve awareness among stakeholders and help them prepare for implementation. The global reporting format is an important safety-related development that will not only reduce the number of runway excursions but also help improve runway efficiency. The success of the GRF2019 Symposium will be followed up with a series of regional seminars to be organized by the ICAO Regional Offices and to take place during the remainder of 2019 into 2020.

Security and Facilitation

Security

Resolution A39-19 — Addressing Cybersecurity in Civil Aviation sets out the actions to be undertaken by States and other stakeholders to counter cyber threats to civil aviation through a cross-cutting, horizontal and collaborative approach.

Furthermore, the 39th Session of the Assembly instructed ICAO to lead and seek to attain a comprehensive cybersecurity work plan and governance structure with all relevant stakeholders. To that end, ICAO has established the Secretariat Study Group on Cybersecurity (SSGC) under the leadership of the Deputy Director, Aviation Security and Facilitation. The SSGC has met five times and established a research subgroup on legal aspects, as well as working groups on aerodromes, airworthiness, and current and future air navigation systems. The working groups show considerable progress in their deliberations in identifying issues related to cybersecurity and the development of appropriate recommendations on how to address these issues. The work of the SSGC, including its working groups, comprises the development of a draft cybersecurity strategy and development of important mechanisms for the sharing and exchange of relevant cybersecurity information. The SSGC has also begun work on a data-driven risk management methodology across functional domains, incorporating various technologies of data collection and fusion.

The Thirtieth meeting of the Aviation Security Panel (AVSECP/30) reviewed proposed Amendment 17 to Annex 17 – *Security*, which includes new and/or revised provisions on background checks, vulnerability assessments, information sharing, and screening of persons other than passengers. These revisions were recommended by the Working Group on Annex 17, based on suggestions for a comprehensive review of

Annex 17 measures relevant to currents threats as discussed at AVSECP/29. The Council of ICAO, at its 217th Session, considered these proposals and agreed that the proposed Amendment 17 be circulated by the Secretary General to States and concerned international organizations for comment by the end of September 2019. It is anticipated that the proposed Amendment 17 will be presented to the Council for adoption during its 218th Session in November 2019, and is envisaged to become applicable in July 2020.

New and updated guidance material was endorsed by AVSECP/30 and subsequently approved by the Council for distribution to relevant stakeholders. The areas addressed by the guidance material include screening using explosives trace detection equipment; chemical, biological and radiological incidents; assessing the threat posed by persons through behaviour detection; in-flight and airport supplies; and sensitive aviation security information. The upcoming Eleventh Edition of the ICAO *Aviation Security Manual* (Doc 8973 — Restricted), scheduled to be published in the fourth quarter of 2019, will incorporate these new and updated best practices.

An updated ICAO *Aviation Security Global Risk Context Statement,* Second Edition (Doc 10108 — Restricted) was issued in June 2019 taking into account the potential security threats and the global risk picture.

Universal Security Audit Programme (USAP)

Fourteen ICAO USAP Continuous Monitoring Approach (USAP-CMA) audits were carried out in 2019 up to 30 June, bringing the total number of USAP-CMA audits conducted to 24 documentation-based and 95 on-site audits. During the first six months of 2019, one regional seminar/workshop was organized in Bangkok, Thailand, and a USAP-CMA auditor training course was carried out with the support of the Cameroon Civil Aviation Authority, to ensure that a sufficient number of qualified auditors are available to support the programme.

One ICAO Validation Mission took place in 2019, validating actions taken by a State to resolve its Significant Security Concern (SSeC). Over the course of 2019, one new SSeC was posted on the USAP secure website, and four SSeCs in another State were removed. As at 30 June 2019, there remained twelve unresolved SSeCs in five States.

Facilitation

Developments pertaining to Annex 9 — Facilitation *and related guidance*

The Tenth Meeting of the Facilitation Panel (FALP/10) was held at ICAO Headquarters, Montréal, Canada from 10 to 13 September 2018. The Panel was advised of facilitation-related developments in ICAO since its Ninth Meeting (in 2016), as well as of similar developments in the United Nations and other international organizations. The Panel considered proposals for new/revised Standards and Recommended Practices (SARPs) for Amendment 27 to Annex 9 on subjects including passenger data exchange, dual nationality, and travel documents. The Panel also considered the reports of its Working Group on Guidance Material (WGGM) and its Working Group on the Global Aviation Facilitation Plan (GAFP). States participating in the Panel were invited to provide ideas on how ICAO might enhance its efforts to assist States in implementing Annex 9 SARPs, and discuss potential approaches/tools, including training, such as on the Annex 9 Compliance Checklist (CC) in the Electronic Filing of Differences System (EFOD), to increase compliance with Annex 9 SARPs.

FALP/10 documentation can be found at: https://www.icao.int/Meetings/FALP/Pages/FALP10-2018.aspx

Subsequent to the 10th meeting of the Facilitation Panel (FALP/10, 10 to 13 September 2018), the Air Transport Committee (ATC) established, on 23 January 2019, a FALP Working Group to consider proposals for Standards and Recommended Practices (SARPs) on the collection, use, processing and protection of Passenger Name Records (PNR) data in line with United Nations Security Council resolution 2396 (2017). A report on the recommendations of this group – the PNR Task Force (PNR-TF) – is expected to be presented to the ATC in October 2019. The Committee also agreed that a FAL Panel Working Group be established to examine FAL-related work on human trafficking. In February 2019, State letter EC 6/3–19/15 was disseminated, requesting comments on proposals on Amendment 27 to Annex 9. In June 2019, the Council considered the proposed Amendment.

Regional FAL Implementation Seminars, in support of the *No Country Left Behind* (NCLB) initiative, vis-à-vis Annex 9 — *Facilitation*, were held in Bangkok, Thailand in 2019 for States in the Asia and Pacific (APAC) Region and in Dakar, Senegal, Cairo, Egypt and Lima, Peru, during 2018 for States in the Western and Central African (WACAF) and Eastern and Southern African (ESAF), Middle East (MID) and the South American (SAM) and North American, Central American and Caribbean (NACC) Regions, respectively. The focus of this series of seminars was the Electronic Filing of Differences System (EFOD) and the development of National Air Transport Facilitation Programmes (NATFPs).

ICAO Traveller Identification Programme (TRIP) Strategy

The Second Meeting of the Technical Advisory Group on the Traveller Identification Programme (TAG/TRIP/2) was held at ICAO Headquarters, Montréal, Canada, from 24 to 26 April 2018. The TAG/TRIP/2 was informed of the wide range of initiatives being coordinated by the Secretariat in the areas of policy-related developments, donor-funded assistance and capacity-building projects. TAG/TRIP endorsed proposals, technical reports and guidance materials, as well as the coordinated future TRIP

work programme of the Secretariat and the New Technologies Working Group (NTWG) and the Implementation and Capacity-Building Working Group (ICBWG).

A number of new or updated TRIP-related guidance materials, as endorsed by TAG/TRIP/2, were posted on the ICAO public website. These included the ICAO Guide on Evidence of Identity, the ICAO Guide for Best Practice Guidelines for Optical Machine Authentication, the Implementation Steps of Advance Passenger Information (API) System, a Passenger Name Record (PNR) information leaflet, as well as a set of amendments to the specifications in *Machine Readable Travel Documents* (Doc 9303). These guidance materials were developed with the support of the technical experts of the TAG/TRIP working groups and are available at https://www.icao.int/Security/FAL/TRIP/Pages/Publications.aspx.

With the support of the ICBWG, 11 letters were sent to States whose travel documents were assessed as not compliant with Doc 9303 specifications. Some States have already responded, informing that actions have been taken to correct these deficiencies. Four others letters were sent in the first half of 2019.

ICAO Public Key Directory (PKD)

With a view to encouraging participation in the ICAO PKD, the Secretariat sent letters in July 2018 to the 73 Member States issuing ePassports that are not yet PKD participants. As of 31 December 2018, eight responses were received, indicating the intention to join the PKD in the near future and requesting additional information on the administrative steps required to become a member. In 2018, three new participants – Côte d'Ivoire, Mali and Serbia – joined the ICAO PKD, and two new participants – Italy and Croatia, joined the ICAO PKD in the first quarter of 2019, bringing the total number of PKD participants to 65.

Economic Development of Air Transport

Air Transport Policy and Regulation

Further to the recommendations of the Sixth Worldwide Air Transport Conference (ATConf/6, 18-22 March 2013), many tasks were undertaken through the Air Transport Regulation Panel, some of which are still continuing.

a) ICAO's long-term vision for air transport liberalization: ICAO has continued to promote and monitor the use of the ICAO long-term vision for air transport liberalization adopted by the 39th Session of the ICAO Assembly. A survey was recently conducted to determine the extent of use of ICAO long-term vision by States in their policymaking and regulatory practices. The responses received from States were quite encouraging and the surveys are being collated and analysed.

b) Market access, air cargo and air carrier ownership and control: The Fifteenth Meeting of the Air Transport Regulation Panel (ATRP/15), held in April 2019, reviewed the progress of the Panel's work since the last meeting (ATRP/14) on the development of a Convention on Foreign Investment in

Airlines, the development of a draft Supplemental Agreement on the Liberalization of Air Cargo Services in International Air Transport, as well as the issues of safeguards/reassurances in the context of the examination of an international agreement by which States could liberalize market access. The outcomes of the meeting were as follows:

(i) Examination of an international agreement by which States could liberalize market access: The ATRP concluded the examination of an international agreement by which States could liberalize market access, with limited prospects to reach consensus on the way forward in the short term on issues of traffic rights, safeguards/reassurances, labour and social matters. Nevertheless, the Panel was of the view that further work was required to build a better understanding of the benefits of liberalization and barriers to opening market access.

(ii) Development of an international agreement to liberalize air carrier ownership and control: The Panel examined a draft Convention on Foreign Investment in Airlines, which provides for a "waiver" as an instrument to allow for airlines of the parties to the Convention to be "majority owned and effectively controlled" by nationals of any other party to the Convention. There remained issues of concern on "free riders" and regulatory oversight; the Panel however agreed to continue work on the Convention to finalize the document.

(iii) Development of a specific international agreement to facilitate further liberalization of air cargo services: The views of the Panel were divided on a draft Supplemental Agreement on the Liberalization of Air Cargo Services in International Air Transport, which provides for a liberal regime in relation to traffic rights up to the *7th Freedom of the Air*, capacity and operational flexibility. In the light of the divergent views, the draft Supplemental Agreement could not be finalized at this stage.

The future work of the ATRP on these tasks will be determined by the Air Transport Committee.

Air Transport Meeting

First ICAO/UNWTO Ministerial Conference on Tourism and Air Transport in Africa: The event, hosted by the Government of Cabo Verde, was co-organized by ICAO and the World Tourism Organization (UNWTO) and was held from 27 to 29 March 2019. In recognizing the strong interdependence between air transport and tourism, the two organizations brought together Ministers from the air transport and tourism sectors to discuss actions for the further development of these key economic areas. The conference adopted a *Ministerial Declaration* and the *Framework for a Plan of Action for Air Transport and Tourism Development in Africa (2019-2021).*

Economics of Airports and Air Navigation Services

ICAO continued its work in developing and updating its policies and guidance in the area of airport and air navigation services economics as well as the management and financing of aviation infrastructure. The focus of the work has been on addressing issues related to economically non-viable airports, updating existing policies and guidance, modernization of the *Tariffs for Airports and Air Navigation Services* (Doc 7100), and providing new guidance and tools to support investment decisions on financing aviation infrastructure. In addition, ongoing work is being conducted on examining further guidance on cost recovery for the provision of airport and air navigation services.

The Airport Economics Panel (AEP) and the Air Navigation Services Economics Panel (ANSEP) held their Seventh Joint Meeting (AEP-ANSEP/7) from 26 to 28 March 2019, in accordance with new Terms of Reference approved by the Air Transport Committee. The recommendations of the Meeting were endorsed by the Committee.

The outcome of the Meeting led to the finalization of:

a) guidance related to the management and operation of economically non-viable airports (airport networks);

b) the Fourth Edition of the *Airport Economics Manual* (Doc 9562);

c) a stand-alone guidance material on business case, cost-benefit analysis, economic impact analysis and cost-effectiveness analysis;

d) a new online cost-benefit analysis (CBA) application for analysing investments for identified aviation infrastructure projects; and

e) the improvement of the online application of Aero Tariff, which assists States and other users in the formulation and benchmarking of airport and air navigation charging policies.

Furthermore, the two panels will carry out tasks to examine possible cost-recovery mechanisms and/or approaches for providing air navigation services for unmanned aircraft system (UAS) operations, as well as for the provision of aeronautical meteorological service.

ICAO has also been working with Member States on the funding and financing of development of quality aviation infrastructure, especially through the ICAO World Aviation Forum (IWAF), a platform that brings together States' policy makers, development partners, and investment and financial institutions.

Aviation Data and Economic Analysis

a)   ICAO statistical online platform

The new ICAO Data+ web-platform (https://www4.icao.int/newdataplus) was enhanced with visual analytical functions, allowing users to quickly visualize trends, differences and similarities between data selections and enabling benchmarking analysis. The e-Tools platform was also enhanced with new tools. The Secretariat also improved the online version of the *Tariffs for Airports and Air Navigation Services* (Doc 7100) (in collaboration with ACI) with new decision support tools for capacity-building and infrastructure development, as well a cost-benefit analysis application to provide a platform allowing users to assess different investment options for aviation infrastructure projects by comparing benefits and costs scenarios. The Secretariat provided training sessions for States.

b)   Forecasting activities

The Multi-disciplinary Working Group on Long-term Traffic Forecasts (MDWG-LTF) developed a single set of long-term traffic forecasts. Traffic forecasts have been updated with the 2016 baseline as requested by the Committee on Aviation Environmental Protection (CAEP). The Secretariat enriched the forecasting application with fleet and aviation personnel (pilots, air traffic controllers and maintenance personnel) forecasts.

c)   Aviation Satellite Account (ASA)

The Expert Advisory Group on Aviation Satellite Account developed a methodological framework of ASA to measure the contribution of civil aviation to a nation's economy, such as to the Gross Domestic Product (GDP) and number of jobs. The ASA methodology framework is in line with the internationally-agreed standard of the System of National Accounts, 2008 (2008 SNA) adopted by the United Nations Statistical Commission (UNSC), and will enable States to make data-driven policy-making and evaluation for aviation development planning.

d)   Cooperation with the United Nations

ICAO provided transport indicators to monitor progress towards Sustainable Development Goal (SDG) Goal 9, Target 9.1 (https://www.icao.int/about-icao/aviation-development/Pages/SDG.aspx — Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all).

Environmental Protection

Eleventh Meeting of the ICAO Committee on Aviation Environmental Protection (CAEP/11)

The Eleventh meeting of the ICAO Committee on Aviation Environmental Protection (CAEP/11) was held from 4 to 15 February 2019, in Montréal, Canada. Two hundred and fifty CAEP experts, from 31 Member States and 10 international organizations attended the CAEP/11 meeting, and agreed on 29 technical recommendations to address aircraft noise, as well as the effects of aviation on local air quality and global climate.

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These recommendations include proposals for amendments to Annex 16 — *Environmental Protection*, Volume I — *Aircraft Noise*, Volume II — *Aircraft Engine Emissions* and Volume III — *Aeroplane CO$_2$ Emissions*, including the recommendation on a new Standard for non-volatile Particulate Matter (nvPM) mass and number engine emissions to be incorporated in Annex 16, Volume II. In addition, the meeting agreed to recommend amendments to all four Volumes of the *Environmental Technical Manual* (Doc 9501), to facilitate the implementation of the SARPs contained in Annex 16.

The meeting also made a number of recommendations associated with airports and operations, including an Eco-Airport Toolkit e-collection, the first global Horizontal Flight Efficiency (HFE) analysis, reports on the state of aircraft end-of-life and recycling; and on performance-based navigation and community engagement. Great strides were made in the area of environmental protection and operations, with the recommendation to use the results of the combined Aviation System Block Upgrade (ASBU) B0/B1 environmental analysis to facilitate decision-making on the implementation of ASBU Block 0 and Block 1. A Climate Adaptation Synthesis was also recommended for approval in order to enhance the preparedness of the international aviation sector to face the impacts of climate change on the sector.

The CAEP/11 meeting agreed to recommend the first integrated independent expert technology goals assessment and as a result recommended new aircraft noise, Nitrous Oxide (NOx) emissions and fuel efficiency technology goals for the aviation sector. The meeting also recommended an updated environmental trends assessment on aircraft noise, emissions affecting local air quality, and emissions affecting the global climate, as the basis for further decision-making on environment by ICAO.

CAEP continued the work on supersonic transport (SST) and agreed to develop an exploratory study for SST aeroplanes during the CAEP/12 cycle, with the aim of providing a better understanding of airport noise impacts. Regarding sonic boom, CAEP recommended continuing the development of a sonic boom standard, while monitoring trends in supersonic engine technology and assessing consequences for emissions certification standards.

CAEP recommended the publication of an "Aviation Noise Impacts White Paper" to provide the latest consensus scientific information on aviation noise impacts. The meeting also discussed the progress and next steps on the task to explore the feasibility of a potential long-term global aspirational goal for international aviation. The CAEP/11 meeting made progress on the CORSIA Implementation Elements. An agreement was achieved on the means to calculate and claim the benefits accrued from the use of sustainable aviation fuels within the context of CORSIA. The agreement included the default values and the methodologies for calculating actual values needed to calculate the life-cycle CO$_2$ emissions reduction benefits of different feedstocks. CAEP has also agreed on the requirements for Sustainability Certification Schemes (SCSs) and a process to evaluate and recommend a list of eligible SCS, which will certify fuels against the CORSIA sustainability criteria. In addition, CAEP delivered a recommendation on the rules and procedures for the ICAO Council Technical Advisory Body (TAB), which will evaluate the eligibility of emissions units for use in CORSIA.

The full Report of the CAEP/11 meeting will be presented for consideration by the Council during its 217th Session in June 2019.

States Action Plans on CO$_2$ emissions reduction activities for international aviation

By April 2019, 111 Member States have voluntarily prepared and submitted action plans to ICAO. These successful results demonstrate the high level of interest and engagement of Member States in this initiative, as well as the impact of ICAO's assistance and capacity-building activities. At the last Assembly in October 2016, States were invited to update their plans by June 2018 and every three years thereafter. The submission of an action plan and its subsequent updates are necessary to ensure that the information included is valid over time.

With respect to the ICAO State Action Plan Buddy Programme, Assembly Resolution A39-2 further encouraged States that have already submitted action plans to share the information contained in their action plans and build partnerships with other Member States in order to support those States that have not prepared action plans. To date, seven partnerships have been established under the ICAO State Action Plan Programme.

Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

As of 25 April 2019, 79 States have announced their intention to voluntary participate in CORSIA from its outset.

Following the adoption by the Council of the First Edition of Annex 16 – *Environmental Protection*, Volume IV – *Carbon Offsetting and Reduction Scheme for International Aviation* (CORSIA), that contains Standards and Recommended Practices (SARPs) for the implementation of CORSIA, it became effective on 22 October 2018, and applicable on 1 January 2019.

The development of the CORSIA Central Registry (CCR) was initiated in March 2019 by the selected supplier who is expected to deliver the CCR by the end of 2019 for operationalization from early 2020. In the absence of the CCR, ICAO developed an online spreadsheet to assist reporting by States in 2018 and 2019. By 30 April 2019, 99 States had used this online spreadsheet to submit information on the Aeroplane Operators attributed to them. By the same date 6 States had also reported information on 13 Verification Bodies accredited by them.

The ICAO Council established the Technical Advisory Body (TAB) with the objective of making recommendations to the Council on eligible emissions units for use under CORSIA. The Council agreed on a list of 19 TAB members, and approved the Terms of Reference (TOR) for the TAB. The Council also approved the Emissions Units Criteria (EUC) to be used by the TAB in undertaking its tasks to assess emissions units programmes against the EUC.

ICAO organized regional workshops on CORSIA from March to April 2019 in five venues, as follows:

- Asunción, Paraguay (21 to 22 March 2019) for NACC and SAM regions;
- Helsinki, Finland (26 to 27 March 2019) for EUR-NAT region;
- Seoul, Republic of Korea (1 to 2 April 2019) for APAC region;

- Cairo, Egypt (7 to 8 April 2019) for MID region; and
- Dakar, Senegal (11 to 12 April 2019) for ESAF and WACAF regions.

Particular focus of the regional workshops was on any pending issues regarding the monitoring of CO_2 emissions in 2019, including the approval of Emissions Monitoring Plans by States by 30 April 2019, as well as on reporting and verification of CO_2 emissions from international aviation to support States in complying with the related provisions of the CORSIA SARPs by early 2020[1].

Assistance, Capacity-building and Training for the CORSIA Programme (ACT-CORSIA)

To better support its Member States, ICAO has developed a capacity-building programme called ACT-CORSIA (Assistance, Capacity-building and Training for the CORSIA), endorsed by the Council in June 2018. The Council emphasized the importance of a coordinated approach under ICAO to harmonize and bring together all relevant actions and to promote coherence to capacity-building efforts. The Council also requested that any bilateral or multilateral partnerships among States should be coordinated with ICAO, so that the global progress of such coordinated efforts would be monitored.

Under the ICAO ACT-CORSIA programme, Buddy Partnerships among States have been established across the Regions. Under the first phase of ACT-CORSIA, technical experts provided by donor States worked together with the CORSIA Focal Points of recipient States to provide on-site training, and closely followed up on the preparation and implementation of the recipient States' CORSIA Monitoring, Reporting and Verification (MRV) system (in particular on the development and approval of Emissions Monitoring Plans, as well as on the establishment of national and/or regional regulatory frameworks).

By April 2019, CORSIA Buddy Partnerships across various ICAO Regions were established, involving 15 donor States and 98 recipient States. The most up-to-date information regarding on-site training activities by donor State experts with recipient States is provided on the ICAO CORSIA website, enabling full transparency of the assistance progress under the ICAO umbrella[2].

Building upon this successful and coordinated approach under ICAO, the second phase of the CORSIA Buddy Partnerships was established in mid-2019, with a focus on reporting and verification under Annex 16, Volume IV. Technical experts from donor States were trained by ICAO from 13 to 14 May 2019 to undertake on-site training in recipient States under the second phase of CORSIA buddy partnerships starting from July 2019.

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[1] www.icao.int/Meetings/RS2019/Pages/default.aspx

[2] www.icao.int/environmental-protection/CORSIA/Pages/CORSIA-Buddy-Partnerships.aspx

Other ICAO capacity-building activities

The ICAO-EU project funded by the EU and implemented by ICAO was concluded in 2019, and supported 14 selected States in Africa and the Caribbean with the development and implementation of States' Action Plans, as well as the establishment of CO_2 emissions monitoring systems for international aviation.

Project objectives were achieved beyond the expected results. All 14 selected States developed and submitted fully quantified Action Plans, and established National Action Plan Teams with relevant stakeholders from the aviation sector to oversee their implementation. An Aviation Environmental System (AES) was installed in each State as a tool to monitor CO_2 emissions from international aviation.

Two solar-at-gate pilot projects were implemented under the project, which consisted of the installation of a solar photovoltaic (PV) system and gate electrification equipment to power aircraft during ground operations at the international airports in Douala, Cameroon and Mombasa, Kenya. The installed capacity of these projects is of 1.25 MWp and 500 kWp respectively. The projects are expected to eliminate over 4 000 tonnes of CO_2 per year and to serve more than 7 500 flights per year.

The project also funded four feasibility studies on the use of sustainable aviation fuels (Dominican Republic, Trinidad and Tobago, Kenya and Burkina Faso), and one on the use of solar energy at an airport (Trinidad and Tobago)[3].

The ICAO-United Nations Development Programme (UNDP)/Global Environment Facility (GEF) project implemented by ICAO was concluded in 2019, and supported States, in particular developing States and Small Island Developing States (SIDS) in implementing emission reduction measures. Funded by the Global Environment Facility, the project included the implementation of two solar-at-gate pilot projects at two international airports in Jamaica, which became models for other airports to follow as an emission mitigation strategy. In addition, ICAO developed a set of four guidance documents under this project on: financing; renewable energy; sustainable aviation fuels; and regulatory and organizational measures[4]. A Marginal Abatement Cost (MAC) curve tool was also developed to compare the cost-effectiveness of emissions mitigation initiatives.

2019 ICAO Events and Outreach

The First ICAO Stocktaking Seminar toward the 2050 Vision for Sustainable Aviation Fuels was held from 30 April to 1 May 2019 at ICAO Headquarters[5]. This event stems from the endorsement by the Second ICAO Conference on Aviation and Alternative Fuels (CAAF/2)[6], of the 2050 ICAO Vision for sustainable aviation fuel (SAF). CAAF/2 noted that the 2050 Vision is based on the assumptions of a progressive increased use of SAF, and that this vision should be periodically reviewed through a stocktaking process

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[3] https://www.icao.int/environmental-protection/Pages/ICAO_EU.aspx

[4] https://www.icao.int/environmental-protection/Pages/ICAO_UNDP.aspx

[5] https://www.icao.int/Meetings/SAFStocktaking/Pages/default.aspx

[6] https://www.icao.int/meetings/caaf2/pages/default.aspx

to assess progress on sustainable aviation fuel development and deployment. The stocktaking process would include the organization of regular workshops and seminars, leading up to the convening of CAAF/3, no later than 2025. In this context, the first ICAO stocktaking seminar provided a forum for the exchange of information among States and relevant stakeholders, and served as a basis for CAAF/3 by laying down important building blocks for the quantification of the 2050 ICAO Vision.

Following the success of the first ICAO Seminar on Green Airports[7] in 2017, a second such event was held in Lima, Peru, from 8 to 9 May 2019[8]. This second Seminar on Green Airports enabled discussions and the exchange of best practices on airport environmental management, and provided updates and recent developments on this subject. This event was held in cooperation with the ICAO South American (SAM) Regional Office, and the Airports Council International (ACI).

The ICAO 2019 Environmental Symposium[9] was held from 14 to 16 May 2019, in Montréal, Canada. The Symposium presented an opportunity to gain knowledge and share information on key areas of ICAO's environmental protection activities on noise, local air quality and climate change, leading to the 40th Session of the ICAO Assembly. It also encompassed the outcomes of key ICAO environmental events, including the Eleventh Meeting of the Committee on Aviation Environmental Protection (CAEP/11), and the 2019 ICAO CORSIA Regional Workshops, as well as developments emanating from the First ICAO Stocktaking Seminar toward the 2050 Vision for Sustainable Aviation Fuels and the second ICAO Seminar on Green Airports.

In 2019 ICAO launched the fifth edition of the Environment Report in order to share information on the progress made over the last triennium across key areas of ICAO's environmental protection activities. The fifth edition of the Environment Report, building on the success of the past reports, informs the public of the work of the ICAO Secretariat, Member States and the many other stakeholders involved. It is considered as the leading reference document in the area of international aviation and the environment and captures all main developments in this field ahead of the 40th Session of the ICAO Assembly.

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[7] https://www.icao.int/Meetings/greenairports/Pages/default.aspx

[8] https://www.icao.int/Meetings/GREENAIRPORTS2019/Pages/default.aspx

[9] https://www.icao.int/meetings/ENVSymposium/Pages/default.aspx

Implementation Support

Amendments and Manuals

Amendments Adopted in 2019

Amendment 17 to Annex 13— *Aircraft Accident and Incident Investigation*
This amendment relates to an amended definition for "accredited representative"; alignment of provisions on notification to accommodate incidents and dissemination of Final Reports; timely investigation of accidents and serious incidents and release of Final Reports; facilitation of the entry of investigators; consultation of draft safety recommendations; amendment to the list of examples of serious incidents and new guidance in Attachment C; new Attachment F on delegation of investigations.

Manuals (including advance, unedited versions)

- Doc 10003 – *Manual on the ICAO Meteorological Information Exchange Model* (Unedited)
- Doc 10103 – *Guidance on the Implementation of ICAO Standards and Recommended Practices for Tilt-rotors* (Unedited)
- Doc 9859 - *Safety Management Manual*, 4th edition

No Country Left Behind Initiatives

Safety

Further to the regional safety management symposia and workshops held at ICAO Headquarters in 2018, three safety management capacity-building workshops were delivered in the first six months of 2019 (Bangkok, 11-15 February; Cairo, 24-28 March; Paris, 2-5 April).

The goal of the workshops was to assist States, industry and ICAO staff that have a role in supporting States build an understanding and capacity for the effective implementation of SSP in support of the Global Aviation Safety Plan (GASP) objectives. Under the *No Country Left Behind* Initiative, sponsorships were provided to cover the USD 300 workshop fee. These States were selected based on an analysis using the Aviation Safety Implementation Assistance Partnership (ASIAP) Prioritization Tool found on the ICAO Integrated Safety Trend Analysis and Reporting System (iSTARS): https://portal.icao.int/space/Pages/ASIAP.aspx.

Security and Facilitation

To implement the *No Country Left Behind* initiative, Regional Offices, in coordination with Implementation Support and Development — Security (ISD-SEC) and with other partners providing assistance, generate Aviation Security Improvement Plans (ASIPs). These are short to mid-term, multi-phased plans for State capacity-building based on needs assessment and on the commitment of the State to improve their AVSEC capabilities. In 2019, twenty-six States remained actively engaged in the implementation of an ASIP. Thirteen targeted deliveries of assistance were conducted through 30 June 2019, with an additional twelve assistance activities conducted on a cost recovery basis in the same time frame.

The Aviation Security Training Centres (ASTCs) network currently has 35 members. In 2019, fourteen ICAO-sponsored training events were conducted by 30 June, and one ICAO sponsored training event is scheduled for each ASTC over the course of the year.

In alignment with the first priority objective of the GASeP, the updated ICAO Aviation Security Risk Management Workshop was delivered eight times in 2019 as of 30 June.

ICAO partnered with States, international agencies and academia to promote aviation security. In particular, ICAO partnered with the UK Department for Transport and the US Department of State to provide targeted assistance. Further, ICAO continued its partnership with Concordia University to offer the Aviation Security Professional Management Course (PMC) with three sessions beginning in 2019 by 30 June. ICAO partnered with the Singapore Aviation Academy (SAA) to develop and deliver the Directors General of Civil Aviation Programme on Aviation Security, which enriches awareness and understanding of the international civil aviation security framework and its compliance requirements. The second session was hosted by the Singapore Aviation Academy (SAA) in April 2019.

Facilitation

ICAO continues to establish a more systematic approach to assisting States with the implementation of the ICAO TRIP strategy, notably by promoting the ICAO TRIP roadmap, which has been developed to support States' efforts in this area. In January 2019, the revised ICAO TRIP Roadmap for the implementation by States of the ICAO TRIP Strategy was endorsed by the 216th session of the ATC, incorporating in particular 16 new and/or revised provisions of the Annex 9 — *Facilitation* (Fifteenth Edition) related to the ICAO TRIP Strategy.

ICAO Traveller Identification Programme (TRIP) Regional Seminars on Traveller identification Management, hosted by the Government of Benin, took place in February 2019.

The ICAO secure TRIP Platform now has 124 National Focal Points for Facilitation users and more than 220 other users coming from States, international organizations and the TRIP community at large.

As part of its ongoing engagement in the implementation of the ICAO TRIP Strategy and its contribution to achieving wider United Nations (UN) goals on Border Control Management and Security, the ICAO Secretariat has been intensifying efforts in providing assistance to Member States in the implementation of Advance Passenger Information (API) and Interactive API (iAPI) systems, and related Annex 9 Standards and Recommended Practices (SARPs). This has been achieved mainly through participation in: the Organization for Security and Co-operation in Europe (OSCE) events, the National Workshop on Establishing an API system in the Republic of Moldova and Turkmenistan, co-organizing, with the International Organization for Migration (IOM), a Seminar on Passenger Data Exchange in Austria, and organizing the ICAO Regional Facilitation Implementation Seminars in Senegal (for ESAF and WACAF Regions); Egypt (for the MID Region) and Peru (for NACC and SAM Regions).

Following the adoption, by the UN Security Council of resolution 2396 (2017), ICAO has begun a partnership with the United Nations Office of Counter-Terrorism (UNOCT) and other organizations on the former's "goTravel" project that aims to assist States in implementing API and/or PNR programmes, as required. The joint United Nations Countering Terrorist Travel programme was officially launched on 7 May 2019 at UN Headquarters.

Global Partnerships for Sustainable Development

Advocacy and Public Outreach

On 17-18 January 2019, the World Bank Group (WBG), together with the World Resources Institute (WRI) — Ross Center for Sustainable Cities, invited ICAO to organize a session during the Transforming Transportation (TT) Conference to showcase how aviation is embracing innovation and advancing the new mobility discourse. As the first time ever that aviation was featured as part of the main TT programme, the "Innovation in Aviation = Value Added for New Mobility" debate demonstrated that frontier technology advancements such as Unmanned Aircrafts Systems (UAS) in the aviation sector have an impact across industries and modes of transport. ICAO further advocated that the implementation of innovative means of mobility would ideally happen in a coordinated way and welcome joint assessments of impact on how the transport sector as a whole can better support and advance development.

Public outreach activities in 2019 have focused on the 75th anniversary celebrations, in the lead up to the 40th Session of the ICAO Assembly (A40). This has included the finalization of the ICAO75 'Future Aviation' website, the delivery of youth outreach materials, and guidance to States in support of the 2019 ICAO Innovation Competitions, and the preparation of a wide variety of associated marketing resources.

The strategic planning for public outreach regarding the activities and anticipated outcomes of A40 has also begun. This includes the preparation of documentation, the identification of media opportunities, and the coordination of celebratory events and activities.

ICAO continued to develop its presence in the media in the first half of 2019. A total of 25 news releases and news highlights were originated by COM during the first six months of the year and close to 2,000 social media messages were issued. This contributed to over 10 000 mentions of the Organization by recognized online media and institutional news outlets and over 45 000 mentions on Twitter. By both journalists and other content originators, ICAO was most often associated with accident investigations, the resolution of airspace access issues, and the integration of drones.

With respect to Executive Office support, the Communications Unit either produced or coordinated and finalized 15 speeches for the President of the Council and 11 for the Secretary General.

Human Resources Development

Training

Assessments and recognition of Training Organizations

TRAINAIR PLUS Programme (TPP) assessments provide a clear and independent view of a training organization's operations, and highlight critical areas requiring improvements. Nine assessments have been performed since 1 January 2019, and 2 more are expected by the end of June 2019.

Over 100 training organizations are TRAINAIR PLUS Members.

Course Development and Training Methodology

Ten ICAO-recognized training packages were either developed or updated in the reporting period.

ICAO Training Packages (ITPs)

One new ICAO training package, the "CORSIA Verification course", was launched by GAT in 2019.

The course aims to verify CO_2 Emissions Reports that have been prepared by aeroplane operators, in accordance with the provisions of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) Standards and Recommended Practices (SARPs).

Four existing courses have been updated: the Training Developers Course (TDC) in the English and Spanish versions, and the Validating Competency-based Training course (VCT) in both English and Spanish.

Two Partnership Training Packages (PTPs) developed by Airport Council International (ACI) have been validated: Implementing Annex 14 – Advanced Aerodrome Design and Operations; and a Global Reporting Format (GRF) online course.

Standardized Training Packages (STPs)

Three STPs have been developed in the reference period.

Participation of trainees in ICAO courses

975 participants have attended training courses as of the end of April 2019.
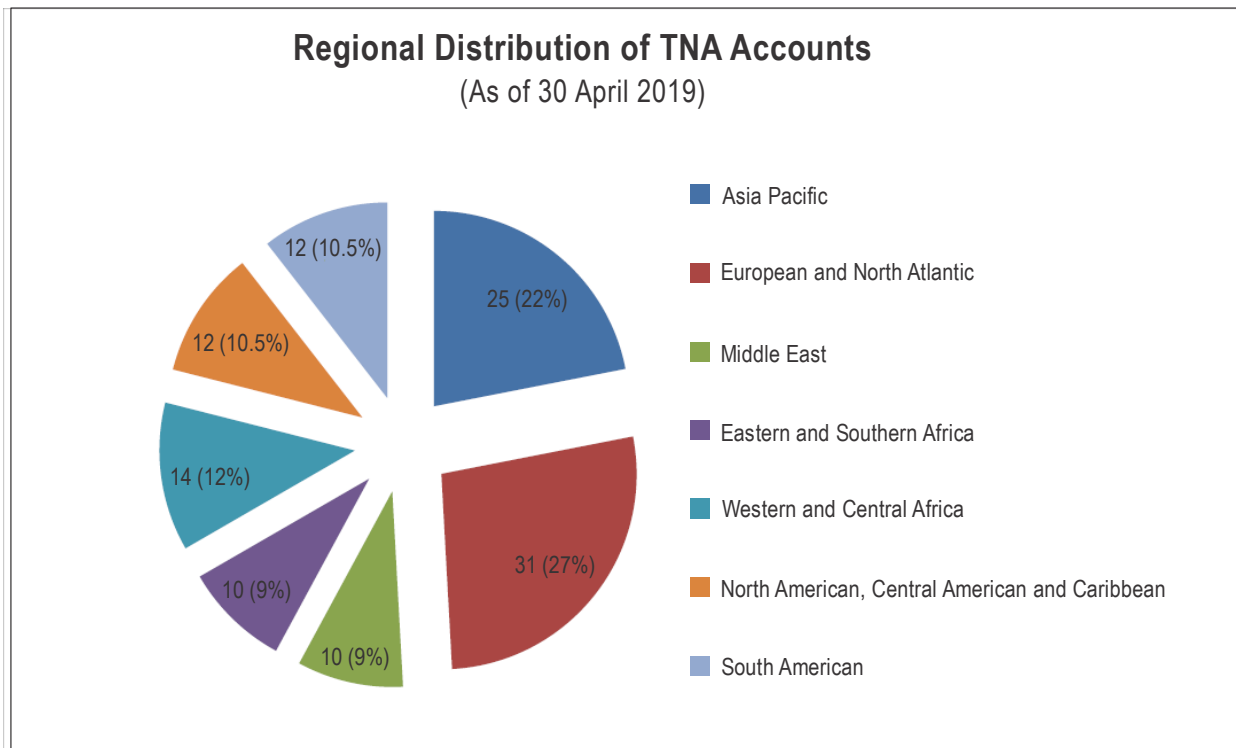
Partnership Training Packages (PTP)

The PTPs with Airports Council International (ACI), the University of Waterloo, the *École nationale de l'aviation civile* (ENAC) of France, and Concordia University's John Molson School of Business (JMSB) were implemented in the reporting period.

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Guidelines for the development of online courses

To support TPP Members in developing online courses, the *Guidelines for the Development of Online Courses* were disseminated to all members in February 2019. These guidelines were also incorporated in the newly released version of the TDC course material.

Training Needs Analysis

As of 30 April 2019, a total of 114 active users have accessed the Training Needs Analysis (TNA) tool to assess training needs and improve training planning in aviation.

Regional Distribution of TNA Accounts
(As of 30 April 2019)

Legend:
- Asia Pacific — 25 (22%)
- European and North Atlantic — 31 (27%)
- Middle East — 10 (9%)
- Eastern and Southern Africa — 10 (9%)
- Western and Central Africa — 14 (12%)
- North American, Central American and Caribbean — 12 (10.5%)
- South American — 12 (10.5%)

Training Partnerships

One new training Partnership has been signed with the European Organisation for the Safety of Air Navigation (EUROCONTROL).

The Partnership focuses on the development and the delivery of air navigation-related training by EUROCONTROL's Institute of Air Navigation Services (IANS), and in particular on the Managing Security in ATM Course.

China Training Project

The Civil Aviation Authority Senior and Middle Managers Training Course (CAA SMMTC) was funded by the Government of the People's Republic of China to enhance the skills of senior and middle management of CAAs, in order to effectively manage the implementation of ICAO SARPs related to the areas of safety, air navigation, security and facilitation.

As of 30 April 2019, a total of 604 applicants from 121 States and 6 Regional Safety Oversight Organizations (RSOOs) have been awarded scholarships through 25 sessions conducted in 2018 and 2019.

Next Generation of Aviation Professionals (NGAP)

During the first half of 2019, the ICAO Next Generation of Aviation Professionals Task Force (NGAPTF) held its first meeting. The Task Force is developing an NGAP framework as a basis for identifying strategies to address NGAP issues. This framework will be used to structure an NGAP implementation manual to assist States in developing national and regional plans to meet their NGAP needs. Also in the first half of 2019, updated long-term traffic forecasts have been integrated into a newly developed electronic interface, allowing States and other users to generate customized traffic and operational forecasts at different levels of granularity (by route, city-pair and airport-pair). This application forecasts a State's requirements for licensed personnel, including pilots, air traffic controllers, maintenance personnel and cabin crew. Further, a process for monitoring gender trends in licensed personnel has been established. Finally, a youth-focused NGAP event, "From Dreams to Reality", is being coordinated as part of ICAO's Innovation Fair in September.

Gender Equality

International Women's Day was held on 8 March 2019, with the theme: Think equal, build smart, innovate for change. This was a collaborative event between ICAO, the International Air Transport Association (IATA) and Airport Council International (ACI). Staff from these organizations were in attendance at ICAO Headquarters in Montréal. The event featured female leaders from the respective organizations and the aviation industry, who provided unique insights into Gender Equality in the Aviation Sector.

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Technical Cooperation Programme

As at 30 June 2019, the total Technical Cooperation Programme implemented by ICAO is estimated at USD 28.5 million. Under various Trust Fund arrangements, the Technical Cooperation Bureau is currently executing a total of 90 technical cooperation projects funded by recipient States themselves, as well as two technical assistance projects and three ICAO Programme for Aviation Volunteers (IPAV) projects in 141 countries. It is estimated that a total Programme of USD 92.3 million will be implemented in 2019.

**The Technical Cooperation Programme by region
(in millions of USD)**

Region	As at 30 June 2018	As at 30 June 2019
Africa	5.44	5.49
Americas	29.39	18.71
Asia and the Pacific	1.23	1.40
Europe	0.18	0.23
Middle East	3.43	2.65
Total	**39.67**	**28.48**

Newly Approved Projects and Revisions

Large-scale technical cooperation projects and large-scale revisions to ongoing projects which have been approved during the first six months of 2019 include:
- Somalia – Assistance for the enhancement of the civil aviation system of Somalia (SOM18801)
- Ethiopia – CAPS agreement with the Ethiopian Airlines Group (ETH19701)
- Regional project – Cooperative Aviation Security Programme (RAS04901)

New ICAO Programme for Aviation Volunteers (IPAV) projects approved in this period include:
- Regional project - IPAV assistance to PSIDS study (RAS19301).

Donor Funds

Donor contributions were received for the following technical cooperation projects:

- Regional project – Cooperative Development of Operational Safety and Continuing Airworthiness Programme – North Asia (COSCAP-NA) (RAS02901) - Grant by AIRBUS in the amount of USD 50 000;

- Regional project – Cooperative Development of Operational Safety and Continuing Airworthiness Programme – South Asia (COSCAP-SA) (RAS97902) - Grant by AIRBUS in the amount of USD 50 000; and

- Regional project – Cooperative Development of Operational Safety and Continuing Airworthiness Programme – South-East Asia (COSCAP-SEA) (RAS97903) - Grant by AIRBUS in the amount of USD 100 000 and BOEING in the amount of USD 3 750.

ICAO Voluntary Funds

No additional contributions from the ICAO Voluntary Funds were provided for Technical Assistance (TA) projects implemented through TCB during the reporting period. However, funds in the amount of USD 20 000 were transferred from project RAS18801 (TA) for the implementation of the IPAV project RAS19301.

Recruitment of experts

The total number of international field experts and consultants recruited as at 30 June 2019 was 167, out of which 161 (6 female and 155 male) were deployed to the field, in addition to 743 national project personnel for a total of 983 serving officials, including 79 (8 female and 71 male) international field experts and consultants who were already in the field serving in ongoing projects.

Civil aviation training

In this period 323 fellowships (to 52 female and 271 male fellows) were awarded for a total duration of 89.6 work/months, including 156 awards within the framework of Memoranda of Understanding signed by ICAO with the Republic of Korea and Singapore for the provision of training to be funded by these countries and administered by ICAO.

In addition, in-country training programmes delivered by instructors under technical cooperation projects benefitted 1 748 (367 female and 1381 male) civil aviation administration personnel, and 243 (37 female and 206 male) staff received training by suppliers through the procurement component of technical cooperation projects.

Equipment and subcontracts

One hundred and fifty-nine purchase orders and subcontracts were issued and total field procurement expenditure amounted to USD 13.5 million.

The Administrative and Operational Services Cost (AOSC) budget

As at 30 June 2019, the estimated Administrative and Operational Services Cost (AOSC) Fund income amounted to USD 5.4 million and expenditures to USD 5.1 million, for an estimated excess of income over expenditure of USD 0.3 million.

Supporting Strategies

Legal and External Relations Services

Settlement of differences

Brazil and the United States (2016)
During its 213th, 214th and 215th Sessions, the Council was provided with progress reports on the status of the negotiations between the Applicant (Brazil) and the Respondent (the United States). It was informed that two substantive meetings had been held between representatives of the Parties in 2018, that the Parties had made good progress toward resolving their dispute, and that they will continue discussions with a view to concluding negotiations as soon as possible. In light of the foregoing, the Council encouraged the Parties to pursue their negotiations with a view to quickly achieving a satisfactory resolution of their disagreement. The Council reiterated that the decision taken at the eighth meeting of its 212th Session subsisted regarding the suspension of the filing of a reply by the Applicant to the Counter-memorial filed by the Respondent on 31 August 2017.

During its 216th Session, the Council was provided with a progress report on the status of the negotiations between the Applicant (Brazil) and the Respondent (the United States). The progress report indicated, inter alia, that the Parties had recently taken steps to establish a working group composed of technical experts from Brazil and the United States to develop a cooperative project to identify best practices in the implementation of Article 12 of the Chicago Convention, consistent with discussions of the 39th Session of the Assembly. The report further indicated that the Parties would continue discussions on resolution of their dispute, with a view to concluding negotiations as soon as possible. The Council decided to remain seized of this matter on the understanding that it would receive, at a subsequent session, an update from the Secretary General regarding any developments.

Request Submitted under Article 54 n) of the Chicago Convention
At the first meeting of its 214th Session, held on 17 May 2018, the Council considered a request by the United Arab Emirates (UAE) pursuant to Article 54(n) of the Chicago Convention, relating to three "serious safety incidents" involving Qatari fighter jets and UAE-registered civil aircraft that had occurred on 15 January 2018 and 26 March 2018. Following its consideration of the said request, the Council urged the concerned Member States to continue to collaborate, in particular, to promote the safety, security, efficiency and sustainability of international civil aviation.

Qatar and Bahrain, Egypt, Saudi Arabia and the United Arab Emirates (2017) – Application (A); Qatar and Bahrain, Egypt and the United Arab Emirates (2017) – Application (B)
On 19 March 2018, the Respondents in both Application (A) and Application (B) jointly submitted Statements of preliminary objection questioning the jurisdiction of the Council to handle the matters filed by the Applicant (Qatar). On 1 May 2018, the Applicant submitted Comments in response to the Statements of preliminary objection in both Applications (A) and (B). Further, on 12 June 2018, the

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Respondents jointly submitted Rejoinders to the Applicant's Responses in both Applications (A) and (B). After hearing the oral arguments of the respective Parties on the Preliminary objections, the Council, at the eighth meeting of its 214th Session held on 26 June 2018, decided not to accept the Respondents' preliminary objections in both cases. At the first meeting of its 215th Session, the Council was informed that ICAO had been formally notified by the Registrar of the International Court of Justice (ICJ) that the respective Respondents in both Applications (A) and (B) had, on 4 July 2018, filed with the ICJ Applications instituting proceedings in the case concerning the Appeal Relating to the Jurisdiction of the ICAO Council under Article 84 of the Convention on International Civil Aviation (Bahrain, Egypt, Saudi Arabia and United Arab Emirates v. Qatar) as well as in the case concerning the Appeal Relating to the Jurisdiction of the ICAO Council under Article II, Section 2, of the 1944 International Air Services Transit Agreement (Bahrain, Egypt and United Arab Emirates v. Qatar).

During its 216th Session, the Council was provided with an oral report on the status of the two cases filed by Qatar in October 2017 pursuant to Article 84 of the Chicago Convention. It was recalled that the respective Respondents in the two cases – Application (A) and Application (B) – had filed appeals at the International Court of Justice (ICJ) against the Council's decisions dated 29 June 2018. Given that the said appeals were still pending before the ICJ and that the Council's decisions remained suspended pursuant to Article 86 of the Chicago Convention, the Council agreed that, notwithstanding its previous decision to remain seized of these matters, it would suspend its consideration thereof until the ICJ rendered its decision on the two appeals.

Legal aspects of pilotless aircraft

The Council, at the fifth meeting of its 215th Session held on 7 November 2018, approved the addition of this item to the work programme of the Legal Committee. Based on States' responses to the 2016 questionnaire (State letter LE 4/63 – 16/77) concerning national legislation and relevant international legal issues related to Remotely Piloted Aircraft Systems (RPAS), the Committee concluded that legal aspects of RPAS operations merited continued consideration and established a Working Group to address international legal aspects of unmanned (pilotless) aircraft operations and integration into civil aviation. The Group's meetings will be scheduled to coincide with meetings of the Remotely Piloted Aircraft Systems Panel (RPASP), so as to promote alignment and synergy with the Organization's ongoing technical and legal work.

Guidance on conflicts of interest

Pursuant to Assembly Resolution A39-8 which established the future work of the Organization on the topic of conflicts of interest in civil aviation, the Secretariat developed a compilation of ICAO provisions (ICAO Guidance on Conflicts of Interest in Civil Aviation) which was presented to the 37th Session of the Legal Committee. The compilation consists of ICAO provisions on conflicts of interest concerning aviation safety, security and accident and incident investigation, as well as air transport policy that are contained in ICAO Annexes 13, 17 and 19 and over a dozen ICAO manuals. This compilation will be made available in a permanent form in all ICAO working languages as requested by the Legal Committee.

Cyber threats against civil aviation

Following the inclusion in the Legal Committee's work programme of the item "consideration of the adequacy of existing international air law instruments in addressing cyber threats against civil aviation", LEB participated at the first meeting of the Secretariat Study Group on Cybersecurity (SSGC) — Research Subgroup on Legal Aspects (RSGLEG) on 22 November 2018 and assisted the RSGLEG to develop its scope of work, conduct a preliminary analysis of replies from 61 States and territories responding to a survey on applicable domestic legal provisions on cybersecurity and agree on a methodology to conduct further analysis of the responses. LEB also presented the air law treaties applicable to cyberattacks against civil aviation, with the conclusion that the ratification of the 2010 Beijing Convention is a step forward in creating an appropriate legal framework to address cyber threats. The RSGLEG agreed to continue to study whether and in what form, new international instruments to address cybersecurity need to be developed and to refer its conclusions to the Legal Committee. The SSGC, subsequently at its fifth meeting held on 23 November 2018, agreed to include actions on legislation and regulations and work to promote the ratification of the Beijing instruments as part of the Cybersecurity Strategy.

Implementation of Article 21

The Task Force on the Implementation of Article 21 of the Chicago Convention (A21TF) held its second meeting in Montréal from 10 to 11 April 2018. Following its deliberations, the Task Force agreed to recommend to the Legal Committee to support the ongoing work of the Secretariat in the development of the Aircraft Registration Network (ARN) as a possible long-term solution to assist Member States to fulfil their obligations under Article 21. Pursuant to the foregoing, the Task Force established the Aircraft Registration Network Subgroup (ARNSG) to assist the Secretariat in the development of the ARN. As an interim solution, the Task Force further agreed to recommend a model certificate of de-registration of aircraft, which was, in principle, endorsed by the Legal Committee. The Task Force underlined the need to work collaboratively with other relevant bodies in ICAO, such as the Cross-Border Transferability (XBT) Task Force and the Airworthiness Panel.

Further to the recommendations of the second meeting of the Task Force on the Implementation of Article 21 of the Chicago Convention (A21TF) held from 10 – 11 April 2018, subsequently endorsed by the Legal Committee at its 37th Session, the Secretariat submitted the model certificate of de-registration of aircraft proposed by the A21TF to the Cross-Border Transferability Task Force (XBT-TF) for consideration during its third meeting, held in Montréal from 29 January – 1 February 2019.

Legal issues relating to unruly passengers

The Task Force on Legal Aspects of Unruly Passengers completed its work to update ICAO Circular 288 — Guidance Material on the Legal Aspects of Unruly/Disruptive Passengers, following the adoption of the Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft (Montréal Protocol of 2014) pursuant to the resolution of the Diplomatic Conference. A draft Manual updating Circular 288, together with a report of the work of the Task Force over the course of four

meetings, were presented to the 37th Session of the Legal Committee (4 to 7 September 2018). The Legal Committee supported and appreciated the work of the Task Force and agreed with its recommendations that: the guidance material updating ICAO Circular 288 be in the form of a manual; the Organization establish a repository of States' criminal legislation on unruly and disruptive passenger offences (with the links to Member States' relevant websites); a survey be conducted by the Secretariat enquiring from Member States as to what administrative sanctions or comparable regimes they have established to deal with unruly and disruptive passengers; and that the Organization review the approach on use of the terms "unruly" and "disruptive", with a view to alignment among ICAO publications. On 7 November 2018, the Council noted the report of the Legal Committee without comment on the Draft Manual, which will be published in 2019.

An advance version of the *Manual on the Legal Aspects of Unruly and Disruptive Passengers* (Doc 10117) was published in English on 6 May 2019. This Manual updates ICAO Circular 288 – Guidance Material on the Legal Aspects of Unruly/Disruptive Passengers, as a result of the adoption of the Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft (Montréal Protocol of 2014). As of 1 May 2019, there were eight ratifications and 11 accessions to the Protocol. The Protocol requires only three more ratifications/accessions to enter into force.

Safety aspects of economic liberalization and Article 83 *bis*

The ICAO *Manual on the Implementation of Article 83* bis *of the Convention on International Civil Aviation* (Doc 10059) was published on 21 March 2018. Work has continued on the Article 83 bis Task Force recommendations, as endorsed by the Council at the seventh meeting of its 207th Session, with preparatory work advancing on the establishment of an interactive web-based registration and publication system for Article 83 bis and other aeronautical agreements and arrangements, including initial work on the design of the system. Related amendments to Annex 6 to the Chicago Convention were approved by the Air Navigation Commission at its 208th Session in June 2018 and transmitted to Member States and appropriate international organizations for comments.

The amendments to Annex 6 to the Chicago Convention underwent final review by the Air Navigation Commission at its 210th Session in March 2019, at which time the Commission approved their recommendation to the Council for adoption, with an applicability date of 5 November 2020.

Determination of the status of an aircraft — Civil/State

Based on States' responses to the 2016 questionnaire (State Letter LE 4/50 – 16/86) relating to practical problems States are facing due to the classification of "Civil/State aircraft", the 37th Session of the Legal Committee decided to:

a) note the continued relevance of the opinions and recommendations in the 1993 Secretariat Study on Civil/State Aircraft relative to the issue of the determination of the status of an aircraft as Civil/State, which would be made available to States in a more accessible way;

b) recommend to the Council that States be encouraged to cooperate with each other to address operational issues related to Civil/State aircraft status and/or share best practices for implementation of Article 3 b) of the Chicago Convention, whether through direct consultations or the utilization of appropriate ICAO forums or regional groups; and

c) remove the item "Determination of the Status of an Aircraft – Civil/State" from the General Work Programme of the Legal Committee.

International interests in mobile equipment (aircraft equipment)

In June 2018 at its 214th Session, the Council approved the reappointment of Aviareto Ltd. as the Registrar of the International Registry for Interests in Aircraft Equipment for a fourth term commencing 1 March 2021. As the three-year term for the membership of the Commission of Experts of the Supervisory Authority of the International Registry (CESAIR) terminated on 1 July 2018, the Council appointed fifteen members nominated by Brazil, Canada, China, France, Ireland, Kenya, Kuwait, Mexico, Nigeria, Russian Federation, Singapore, South Africa, United Arab Emirates, United Kingdom and United States. The Eighth Meeting of CESAIR was held at ICAO Headquarters in Montréal from 29 to 31 August 2018, mainly for the purpose of consideration of changes proposed by the Registrar to the *Regulations and Procedures for the International Registry* (Doc 9864). The recommended changes will be presented to the Council at its 216th Session in February/March 2019. CESAIR elected Ms. Y. Yang (China) as its Chair and re-elected Ms. S.H. Tan (Singapore) as its Vice-Chair for the ensuing triennium. As at 31 December 2018, there were 74 Parties to the Convention on International Interests in Mobile Equipment (Cape Town Convention) and the Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Aircraft Equipment (Aircraft Protocol).

During its 216th Session in March 2019, the Council approved the changes to the *Regulations and Procedures for the International Registry* (Doc 9864) recommended by the Commission of Experts of the Supervisory Authority of the International Registry (CESAIR) at its Eighth Meeting held in August 2018. As of 1 May 2019, there were 76 Parties to the Cape Town Convention and the Aircraft Protocol.

Promotion of the ratification of international air law instruments

The President of the Council and the Secretary General continued to promote ratification of international air law instruments during their visits to Member States and meetings with high-level government officials.

A legal seminar in the Asia-Pacific Region was hosted by the Republic of Korea on 24 and 25 May 2018, to promote the Beijing instruments, the Montréal Protocol of 2014, the Montreal Convention of 1999, the Cape Town Convention and its Aircraft Protocol of 2001 and the Protocols amending Articles 50 (a) and 56 of the Chicago Convention. The seminar was attended by almost 600 participants from over 30 Member States.

LEB assisted the Global Aviation Training Office (GAT) with the development and delivery of the ICAO International Air Law Course, which promotes, inter alia, the ratification of international air law instruments. Almost 150 participants benefited from the said Course during 2018 which was delivered at ICAO Headquarters and in the Regions.

Member States were invited by State letter LE 4/75.1 – 19/37, issued 18 April 2019, to participate in the inaugural ICAO Treaty Event under the theme "A Century of International Air Law Treaties", which will take place on 24 and 25 September 2019 during the 40th Session of the Assembly. The aim of this Event is to promote the ratification of multilateral air law treaties by providing special facilities for representatives of Member States, in the margins of the Assembly Session, to deposit instruments of ratification or accession to international air law treaties for which ICAO acts as Depositary.

Dominica – 193rd Member State of ICAO

On 14 March 2019, the Commonwealth of Dominica deposited with the Government of the United States, its notification of adherence to the Convention on International Civil Aviation. The adherence took effect on 13 April 2019, making Dominica the 193rd Member State of ICAO.

Review of limits of liability under the Montreal Convention of 1999

The limits of liability established under the Montreal Convention of 1999 are subject to a built-in periodic review mechanism, which functions as a method of preventing the erosion of liability limits due to inflationary conditions with the passage of time. ICAO, in its capacity as Depositary of this Convention, accordingly conducted the third review of limits of liability as per the Convention's Article 24.

These limits are expressed in special drawing rights (SDRs). Based on data obtained from the International Monetary Fund, the entity in charge of administering the SDR, it was concluded that the threshold set out in the Convention for adjusting the limits upwards have been met. The determined adjustment factor amounts to 14%. As set out in Article 24 (2) of the Convention, said adjustment shall be binding on all States Parties unless a majority of them expressed their disapproval to ICAO within a time limit set out by the Organization. A State letter outlining the process above will be issued shortly.

Review of the ICAO Rules for the Settlement of Differences

Further to the 37th Session of the Legal Committee (4 – 7 September 2018), a Working Group for the Review of the ICAO Rules for the Settlement of Differences (WG-RRSD) was established in 2019 to undertake the revision of the said Rules, taking into account, inter alia, best practices, comparable documentation that is in use for similar purposes elsewhere in the United Nations system as well as international governmental organizations, and in particular the Rules of Court of the International Court

of Justice. The first meeting of the Working Group was held in Montréal from 7 – 9 May 2019 to agree on working methods and to establish a roadmap for the implementation of the task.

Human Resources Management

At the end of June 2019, there were 597 established posts within the Organization, of which 309 posts were in the Professional and higher categories and 288 were in the General Service category. The overall representation of women in the Secretariat in the Professional and higher categories stood at 30 per cent.

Work on development of ICAO's first People Strategy continued, drawing on best practice from within the UN system through a highly consultative process involving senior management and other key staff members, as well as a Focus Group of staff drawn from across the Organization. Development of the People Strategy will be completed during 2019 to ensure optimal alignment with the 2020-2022 Business Plan and new triennium budget. The Strategy presents the blueprint for how ICAO intends to reinforce, build, retain, and source its workforce, creating a more people-centered Organization focused on developing its people's capabilities to create efficient and effective delivery of its mandate.

A non-substantive change was made to the Service Code, gender-neutralizing the text in order to further completion of the implementation plan under the Gender Equality Programme approved by Council, which requires all ICAO official communications to use gender-neutral language.

Language Services

Under the Language Services Management System (LSMS) project, the Terms of Reference are being finalized for tender and the responses will be analysed in the second half of 2019. In parallel, the tools in use at the United Nations are being evaluated for benchmarking. Subsequently, a decision will be made on the best document management solution for ICAO.

ICAO participated in the Inter-Agency Annual Meeting on Language Arrangements, Documentation and Publications (IAMLADP), held in Brussels from 27 to 29 May 2019. The meeting was hosted by the European Union and was attended by over 50 international organizations. A broad range of topics were discussed and best practices were shared on the management of translation, interpretation, conference, and publication services. In the complex world of multilateralism and international cooperation, participants pledged to: uphold the principle of multilingualism; foster knowledge sharing on new language technologies; and embrace the opportunities offered by human-centric innovations and artificial intelligence.

ICAO also attended the Joint International Annual Meeting on Computer-Assisted Translation and Terminology (JIAMCATT) in Luxemburg from 13 to 15 May 2019. JIAMCATT is a forum for cooperation and expertise-sharing in computer-assisted translation, interpretation, terminology, and documentation.

The meeting explored how technologies and innovation are reshaping and impacting language professions. It emphasised collaboration among organizations and with academia to facilitate the exchange of knowledge and expertise to harness the potential of these technologies while designing comprehensive strategies capitalizing on any language service's key assets: the linguists.

Information Management

The upgrade of the Enterprise Resource Planning (ERP) system, which provides support for all financial, procurement and Human Resources activities across the Organization, was completed earlier in 2019. The system was upgraded to the most recent version fully supported by the product's vendor. The new version integrates a refreshed user interface and new functionalities. A follow up project to review, streamline and automate work processes across the Organization has been launched. It is expected that the upgrade will improve productivity and help maintain service continuity. Also, the SharePoint service which supports the portal content and applications across the Organization was upgraded to a recent version fully supported by its publisher for the next five years. This upgrade will not only allow for the deployment of new functionalities in support for all users, but support the assurance of service continuity.

All necessary activities are in place for A40: Electronic Voting Solution, Sessions Webcasting, and specific content publishing. Efforts toward the improvement of the cybersecurity resilience of the organization through the deployment of IT Security solutions have continued. In addition to a new next-generation firewall, an advanced end-point protection solution was deployed for every server and workstation.

The assessment and redesign of the network, which takes into consideration several recommendations from industry and UN experts as foreseen in the Information security action plan, is underway. To maintain capacity and availability, a phased renovation of the computing and storage infrastructure in HQ and Regional Offices is underway.

A new Project Management office for all Information and Communication Technology (ICT) projects across the organization has been established, to improve oversight and governance of ICT projects irrespective of the organizational unit responsible for the origin or ownership of the projects. Related services and staff will be managed by a newly established unit to oversee Enterprise Architecture and Project Management.

Revenue Generating Activities

For the first six months of 2019, Ancillary Revenue Generation Fund (ARGF) results indicate that the areas of publication sales, events, product licensing and training are meeting their budgeted expectations. The current focus is on exploring new revenue opportunities while ensuring that foundational revenues from publications and events continue to support the Organization.

A new digital software allows for the sale and distribution of ICAO publications and documents in digital format while protecting the intellectual property of the Organization. New events at Headquarters and in the regions, livestreaming of events, and SkyTalks presentations balance the need to generate revenues while supporting the Strategic Objectives of the Organization. The ICAO print shop continues to see improvements in efficiency as staff gain experience in digital printing and associated processes. Furthermore, new commercial publications and the addition of new capacity to support this area are anticipated to contribute to future revenue streams.

A39-1 Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality

In order to further disseminate information on ICAO's policies and guidance material, articles on ICAO's work on the environment were published in various editions of the ICAO Journal, the Uniting Aviation website, the ICAO website, the 2016 and 2019 Environment Reports, and several external publications. Various environmental symposiums, workshops and seminars have been organized on aviation and environment (https://www.icao.int/environmental-protection/Pages/Meetings-Events.aspx) at ICAO HQs and across all ICAO Regions.

Updated projections for aircraft noise and emissions and the ICAO global environmental trends were developed. These will be recommended as the basis for decision-making for matters related to the environment during the upcoming 40th Session of the ICAO Assembly. The updated trends show lower long-term projections for fuel burn, noise, and NOx than those presented at A39 and this can be attributed to a combination of aircraft with better technology entering the fleet, as well as a reduction in the forecasted long-term traffic demand. The trends also show that aircraft noise and aircraft engine emissions are expected to continue to grow in the future, but at a rate slower than the growth in traffic.

The initial Standard for non-volatile Particulate Matter (nvPM) mass and its measurement methodologies were recommended by the Committee on Aviation Environmental Protection (CAEP)/10 meeting, and adopted by the Council in March 2017 as part of Annex 16 – *Environmental Protection*, Volume II – *Aircraft Engine Emissions*. As a next step, the CAEP/11 meeting recommended the first nvPM "mass and number" Standards for aircraft engines greater than 26.7kN. The proposed Standards included limit lines for nvPM mass and number that would be applied to new engine types from 1 January 2023, providing some alleviation for engines with rated thrusts below 150kN. These new type Standards and Recommended Practices (SARPs) are accompanied by an in-production Standard for nvPM mass and number with an applicability date of 1 January 2023. The new nvPM mass and number Standards are recommended as an amendment to Annex 16, Volume II.

Further amendments to Annex 16, Volume II were recommended to keep the environmental SARPs up to date and relevant. The amendments to Annex 16, Volume II, including the new nvPM mass and number Standard, are currently progressing through the SARPs adoption process. In addition, the *Environmental Technical Manual* (ETM) (Doc 9501), Volume II – *Procedures for the Emissions Certification of Aircraft Engines* was updated.

Updates to the ICAO *Airport Air Quality Manual* (Doc 9889), were also agreed, and include, among others, information related to nvPM emissions.

A39-2 Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change

ICAO and its Member States have been active in addressing CO_2 emissions from international aviation by developing, and facilitating the implementation of a basket of mitigation measures in order to achieve ICAO's global aspirational goals for the international aviation sector of improving fuel efficiency by 2 per cent per year and keeping its CO_2 emissions from 2020 at the same level (carbon neutral growth from 2020).

The new CO_2 emissions Standard was adopted by the Council and included in a new Volume to Annex 16 (Volume III – *Aeroplane CO_2 Emissions*) to the Convention on International Civil Aviation. This new Standard, the first global design Standard for CO_2 emissions of any sector, applies to new aeroplane type designs from 2020 and to aeroplane type designs that are already in-production in 2023. This means that if an in-production aeroplane design is changed after 2023, the aeroplane would be required to comply with the CO_2 emissions Standard. In 2028, there is a production cut-off, meaning that in-production aeroplanes that do not meet the Standard from 2028 can no longer be produced, unless the designs are modified to comply with the Standard.

Recognizing that many of the operational improvements defined in the ICAO Global Air Navigation Plan (GANP) offer the potential to deliver fuel and CO_2 emissions reductions, the analysis of environmental benefits from the implementation of such measures was continued during the 11th CAEP cycle. ICAO also continued to support States and stakeholders in their efforts to develop and deploy sustainable aviation fuels, including regular updates to the ICAO Global Framework for Aviation Alternative Fuels (GFAAF) and the projection on future production of such fuels and their life-cycle environmental benefits. The second ICAO Conference on Aviation Alternative Fuels (CAAF/2) endorsed the 2050 ICAO Vision for Sustainable Aviation Fuels with the view of updating this vision to include a quantified proportion of fuels to be substituted with Sustainable Aviation Fuel (SAF) by 2050, and carbon reductions achieved by SAF.

Cooperation continued with other international organizations involved in policy making in the field of Climate Change, notably with the United Nations Framework Convention on Climate Change (UNFCCC). During Conference of the Parties (COP) meetings, ICAO provided statements and submissions related to recent developments on international aviation and climate change and organized side events and exhibition booths in partnership with several States and Organizations. Cooperation on environmental and climate change issues was also undertaken in partnership with UN and other international organizations such as the International Maritime Organization (IMO), the United Nations Environment Programme (UNEP), the Intergovernmental Panel on Climate Change (IPCC), the UN Environmental Management Group (EMG), the World Bank, Sustainable Mobility For All (SUM4All) and the World Health Organization (WHO).

A Climate Adaptation Synthesis report was developed that contains information on the range of projected climate impacts on the aviation sector and views from international aviation stakeholders on how these might impact their operations, their level of preparedness and expectations.

An "Eco-Airport Toolkit e-collection", which includes Renewable Energy at Airports, Waste Management, Environmental Management Systems and the Eco-design of airport buildings sections, was developed. The Eco-Airport Toolkit e-collection provides practical, ready-to-use information to the international aviation community.

The Secretariat continued to update the ICAO Carbon Emissions Calculator and developed an Application Programming Interface (API) to allow easy integration of the calculator into external websites and services.

The Secretariat has also continued to develop tools associated with the ICAO State Action plan initiative, including the Aviation Environmental System (AES), Environmental Benefits Tool, and a Marginal Abatement Cost Curve tool.

As part of ICAO's efforts to provide further assistance to States and facilitate access to financing for the development and implementation of States' action plans, ICAO established partnerships with the European Union (EU), as well as with the Global Environment Facility (GEF) and the United Nations Development Programme (UNDP). These partnerships led to the successful implementation and conclusion of two projects to assist fourteen States from Africa and the Caribbean in the development of their action plans, the setting up of their Aviation Environmental System (AES), the monitoring of aviation emissions; and the implementation of measures and pilot projects to reduce aviation emissions.

With respect to the work on aircraft end-of-life and recycling, a report was prepared which provides an overview of the relevant international policies and industry guidance pertaining to the environmental management of aircraft end-of-life procedures.

A39-3 Consolidated statement of continuing ICAO policies and practices related to environmental protection – Global Market-based Measure (MBM) Scheme
Significant efforts have been made to fulfil the request of the 39th ICAO Assembly in 2016 to implement CORSIA.

Updated information on CORSIA implementation and on the States that volunteer to participate in CORSIA's pilot phase were made public on the ICAO website (www.icao.int/corsia). As of 25 April 2019, 79 States have announced their intention to voluntary participate in CORSIA from its outset.

The ICAO Council adopted the First Edition of Annex 16 – *Environmental Protection*, Volume IV - *Carbon Offsetting and Reduction Scheme for International Aviation* (CORSIA) that contains Standards and Recommended Practices (SARPs) for the implementation of CORSIA. The Annex 16, Volume IV became effective on 22 October 2018, and became applicable on 1 January 2019.

The First Edition of the ICAO *Environmental Technical Manual* (ETM) (Doc 9501), Volume IV – *Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation* (CORSIA) , was published in July 2018. The ETM promotes uniformity of implementation of the technical procedures of Annex 16, Volume IV by, among others, providing guidance to States, aeroplane

operators and other relevant parties regarding the intended meaning of the Standards in the First Edition of Annex 16, Volume IV. Both Annex 16, Volume IV and Doc 9501, Volume IV were made available in all ICAO languages to all States through the public ICAO CORSIA website.

ICAO developed the CORSIA CO_2 Estimation and Reporting Tool (CERT). The ICAO CORSIA CERT has been developed for, and made available to, aeroplane operators to support the monitoring and reporting of their CO_2 emissions on the public ICAO CORSIA website. The objective of the tool is to simplify the estimation and reporting of CO_2 emissions from international flights for aeroplane operators with low levels of activity, and help these operators fulfil their monitoring and reporting requirements under CORSIA.

The functional requirements of the CORSIA Central Registry (CCR) were agreed by the ICAO Council and the Secretariat selected a vendor to develop the CCR by the end of 2019 for operationalization from early 2020.

The ICAO Council established the Technical Advisory Body (TAB) with the objective of making recommendations to the Council on eligible emissions units for use under CORSIA. The Council agreed on a list of 19 TAB members, and approved the Terms of Reference (TOR) for the TAB. The Council also approved the Emissions Units Criteria (EUC) to be used by the TAB in undertaking its tasks to assess emissions units programmes against the EUC.

ICAO organized annual regional workshops on CORSIA. The objective of these regional workshops was to provide further information on CORSIA implementation. Particular focus of the regional workshops was on Assembly resolution A39-3, the monitoring of CO_2 emissions, as well as on reporting and verification of CO_2 emissions from international aviation to support States in complying with the related provisions contained in the Assembly Resolution A39-3 and in the CORSIA SARPs.

To better support its Member States, ICAO developed a capacity-building programme called ACT-CORSIA (Assistance, Capacity-building and Training for the CORSIA) for a coordinated approach under ICAO to harmonize and bring together all relevant actions and promote coherence to capacity- building efforts. Bilateral or multilateral partnerships among States for capacity-building on CORSIA were coordinated by the ICAO Secretariat, so that the global progress of such coordinated efforts would be monitored and publicly reported. CORSIA Buddy Partnership established by April 2019 included 15 donor States and more than 98 recipient States. To ensure the consistency of assistance provided and relevant materials used through the CORSIA Buddy Partnerships, technical experts from donor States were trained and coordinated by ICAO for undertaking on-site training at recipient States. The most up-to-date information regarding on-site training activities by donor State experts with recipient States was provided on the ICAO CORSIA website, enabling full transparency of the assistance progress under the ICAO umbrella.

A39-4 Amendment to Article 50 (a) of the Convention on International Civil Aviation
A39-6 Amendment to Article 56 of the Convention on International Civil Aviation
Protocols amending Articles 50 (a) and 56 of the Convention on International Civil Aviation were published in the first quarter of 2017 (in, respectively, Docs 10077 and 10076).

A39-5 Ratification of the Protocol amending Article 50 (a) of the Convention on International Civil Aviation
A39-7 Ratification of the Protocol amending Article 56 of the Convention on International Civil Aviation
State letter LE 3/1.20, LE 3/1.21 – 17/2 was issued on 20 January 2017, attaching the Resolutions, administrative packages to assist States with ratification of the Protocols, and certified copies of the instruments. As of 1 May 2019, these Protocols have each been ratified by 39 States.

A39-8 Conflicts of interest in civil aviation
A compilation of ICAO provisions (ICAO Guidance on Conflicts of Interest in Civil Aviation) was developed and presented to the 37th Session of the Legal Committee. This compilation, which consists of ICAO provisions on conflicts of interest concerning aviation safety, security and accident and incident investigation, as well as air transport policy that are contained in ICAO Annexes 13, 17 and 19 and various ICAO manuals, will be made available in a permanent form in all ICAO working languages as requested by the Legal Committee.

A39-9 Promotion of the Montréal Convention of 1999
The Organization promoted the ratification of the Montréal Convention of 1999 through a State letter (LE 3/38.1-17/25), which was issued on 2 March 2017. There is continued emphasis on ratification of this Convention by the President of the Council, the Secretary General and other ICAO officials during their visits to States. The Organization promotes ratification at legal seminars, during personal deposits by State officials, and at ICAO meetings. As of 1 May 2019, the Montréal Convention of 1999 had 136 States Parties.

A39-10 Promotion of the Beijing Convention and the Beijing Protocol of 2010
The Organization promoted the ratification of the Beijing instruments of 2010 through a State letter (LE 3/44, LE 3/45-17/26), which was issued on 2 March 2017. The Beijing Convention entered into force on 1 July 2018, while the Beijing Protocol entered into force on 1 January 2018. There is continued emphasis on ratification of these treaties by the President of the Council, the Secretary General and other ICAO officials during their visits to States. The Organization promotes ratification of these instruments at legal seminars, during personal deposits by State officials, and at ICAO meetings. As of 1 May 2019, the Beijing Convention had 28 States Parties, while the Beijing Protocol had 31 States Parties.

A39-11 Consolidated Statement of Continuing ICAO Policies in the Legal Field
APPENDIX C - Ratification of ICAO international instruments

There was continued emphasis on ratification of international air law instruments by the President of the Council, the Secretary General and other ICAO officials during their visits to States. The Organization also promotes ratification during personal deposits by State officials, at ICAO meetings, and at legal seminars. In collaboration with the Legal Affairs and External Relations Bureau, the ICAO Eastern and Southern Africa Regional Office organized a legal seminar on 27 and 28 November 2017, and a legal seminar was held in the Asia-Pacific Region on 24 and 25 May 2018, hosted by the Republic of Korea.

APPENDIX D – The teaching of air law

The ICAO International Air Law Course was launched in 2017 with the objective to enable personnel of Civil Aviation Administrations, airports and air navigation service providers of Member States with or without legal knowledge, as well as government officials with responsibilities for civil aviation policy, legislation and enforcement, to support their organization in the implementation of international air law. Since its launch, the course, developed by ICAO's Global Aviation Training (GAT) Office in coordination with the Legal Affairs and External Relations Bureau, has been delivered in all ICAO regions and attended by more than 180 participants. The course is lauded for its great value in providing information to participants on various aspects of international air law, including international air law treaties. During 2019, the course will be translated to other ICAO languages in order to increase its reach and effectiveness.

APPENDIX E – Adoption of national legislation on certain offences committed on board civil aircraft (unruly/disruptive passengers)

The Task Force on Legal Aspects of Unruly Passengers completed its work to update ICAO Circular 288 (Guidance Material on the Legal Aspects of Unruly/Disruptive Passengers), which was reported to the 37th Session of the Legal Committee (4 to 7 September 2018). An advance version of the *Manual on the Legal Aspects of Unruly and Disruptive Passengers* (Doc 10117) was published in English on 6 May 2019.

A39-12 ICAO global planning for safety and air navigation
The Third Edition of the Global Aviation Safety Plan (GASP) was approved by the Council for subsequent endorsement by the 40th Session of the Assembly. The Sixth Edition of the Global Air Navigation Plan (GANP), using a web-based platform, was also approved by the Council for endorsement by the Assembly.

A39-13 Halon replacement
ICAO continues to collaborate with States and the Industry Consortiums established by International Coordinating Council of Aerospace Industries Associations (ICCAIA) for Engines/Auxiliary Power Unit (APU) - Halon Alternatives for Aircraft Propulsion Systems (HAAPS) and Cargo Compartment - Cargo Compartment Halon Replacement Advisory Group Cargo (CCHRAG) regarding the status of Halon

replacement agents. No viable halon alternative for use in engine nacelle/APU extinguishing systems has been identified. Concerning the cargo compartment, the CCHRAG is committed to supporting the ICAO 2024 deadline for halon replacement for new type certification aircraft applications submitted after 28 November 2024.

Recently, the group performed a technical assessment of potential technologies to determine if a conceptually validated halon-free fire suppression system will be available in time to meet that deadline. CCHRAG is optimistic that a candidate system will be available to meet the ICAO deadline. A status update will be provided by ICCAIA in the form of an information paper to the 40th Session of the Assembly.

In 2018, a study was conducted in collaboration with the Ozone Secretariat, through the Halons Technical Options Committee (HTOC) of the Technology and Economic Assessment Panel (TEAP) of the Montreal Protocol, to determine the current and projected future quantities of halons installed in civil aviation fire protection systems, and the associated uses and releases of halons from those systems. The results of this study were inconclusive and work is ongoing to produce the desired outcome.

A39-14 Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets
ICAO continued to support States facing challenges in resolving safety deficiencies, including significant safety concerns (SSCs), mostly identified through activities of the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA). This support was accomplished through partnerships with States, international and regional organizations and industry, and is being implemented under the Aviation Safety Implementation Assistance Partnership (ASIAP).

The ASIAP's main activities are sharing information on technical assistance activities by each member to avoid duplication, and identifying and agreeing on priority States for assistance. The assistance activities are reinforced by voluntary contributions made to the Safety Fund (SAFE), allowing for ICAO to mobilize additional resources to implement the technical assistance programmes for States, as well as regional organizations. ICAO is working with regional organizations and some States with the goal of strengthening regional safety oversight organizations (RSOOs). With the establishment of the Regional Safety Oversight Organization (RSOO) Cooperative Platform, ICAO is working to promote coordination and cooperation amongst these regional organizations. Furthermore, with the development of the Global Aviation Safety Oversight System (GASOS), ICAO is creating another tool to assist States and RSOOs in strengthening their safety oversight capabilities.

A39-15 Consolidated statement of continuing ICAO policies in the air transport field
APPENDIX A – Economic Regulation of International Air Transport

ICAO's long-term vision for air transport liberalization: ICAO has continued to promote and monitor the use of the ICAO long-term vision for air transport liberalization adopted by the 39th Assembly. A survey was recently conducted to determine the extent of use of ICAO long-term vision by States in their policy making and regulatory practices. The responses received from States were quite encouraging and the surveys are being collated and analyzed.

Market access, air cargo and air carrier ownership and control: The Fifteenth Meeting of the Air Transport Regulation Panel (ATRP/15), held in April 2019, reviewed the progress of the Panel's work since the last meeting (ATRP/14) on the development of a Convention on Foreign Investment in Airlines, the development of draft Supplemental Agreement on the Liberalization of Air Cargo Services in International Air Transport, as well as the issues of safeguards/reassurances in the context of the examination of an international agreement by which States could liberalize market access.

Future work in this area will focus on building upon the progress made on the development of a draft Convention on Foreign Investment in Airlines, work would continue to address the remaining issues of concern on "free riders" and regulatory oversight with a view to finalizing this draft Convention.

Additionally efforts would be made on the establishment and promotion of good regulatory practices and governance for international air transport, including the modernization and harmonization of regulatory approaches of Member States.

Fair competition: ICAO's efforts focused on developing tools to enhance the transparency of States' competition rules, and to foster cooperation, dialogue and regulatory compatibility. In this respect, the compendium of competition policies and practices in force nationally or regionally was developed and is being regularly updated by the Secretariat. The database now covers 129 States, or 68 per cent of the ICAO membership. The compendium is available at: http://www.icao.int/sustainability/compendium/Pages/default.aspx

Consumer protection: ICAO has continued to promote its core principles on consumer protection. These core principles aim at providing high-level guidance to States and concerned stakeholders to ensure that air passengers are duly protected in the three phases of their travel. A database on States' consumer protection rules and regulations has been developed and is available at https://www.icao.int/sustainability/Pages/ConsumerProtectionRules.aspx. States and concerned stakeholders are encouraged to provide feedback to ICAO regarding the database and their experiences in applying the guidance.

The ICAO Air Services Negotiation Conference (ICAN) events continue to provide a platform for improving the efficiency of air services negotiations and consultations. ICAN events were held in Nassau, Bahamas, in 2016; Colombo, Sri Lanka, in 2017; and in Nairobi, Kenya, in 2018. By the end of 2018, 142 States representing 74 per cent of the total ICAO membership had utilized the ICAN event at least once.

APPENDIX B – Taxation

The Secretariat continued to monitor developments and promote the use of ICAO's policies on taxation contained in the ICAO *Policies on Taxation in the Field of International Air Transport* (Doc 8632), through liaising with Member States and organizing conferences. One such conference is the Fourth ICAO Air Transport Symposium (IATS/4) in Incheon, Republic of Korea, from 8 to 10 May 2019, where a Session is dedicated to a panel discussion on the impact of levies on air transport sustainability.

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APPENDIX C – Airports and Air Navigation Services

The Organization continued its work related to the charging policy and the economics and management of aviation infrastructure, pursuant to the relevant decisions of the 39th Session of the Assembly. The focus of the work was on updating existing policies and guidance, modernization of the *Tariffs for Airports and Air Navigation Services* (Doc 7100), and developing new guidance and tools to support investment decisions on financing aviation infrastructure.

The Seventh Joint Meeting of the Airport Economics Panel (AEP) and the Air Navigation Services Economics Panel (ANSEP) (AEP-ANSEP/7) was held in March 2019, in accordance with new Terms of Reference approved by the Air Transport Committee. The recommendations of the Meeting were endorsed by the Committee.

Update of ICAO's policies and guidance on airport and air navigation services economics: The preliminary Fourth Edition of the *Airport Economics Manual* (Doc 9562) was being finalized and will be presented to the 40th Session of the Assembly as reference material. A new working group was established by AEP-ANSEP/7 to conduct a comprehensive review of the *Manual on Air Navigation Services Economics* (Doc 9161) following the same practice of the revision of Doc 9562.

Modernization of *Tariffs for Airports and Air Navigation Services* (Doc 7100): The online application of Aero Tariff was enhanced to provide a powerful analysis platform which assists States and other users in the formulation and benchmarking of airport and air navigation charging policies.

Developing guidance on cost recovery for the provision of airport and air navigation services: The Panels provided recommendations in this aspect, and two working groups were established to examine possible cost-recovery mechanisms and/or approaches for providing air navigation services for unmanned aircraft system (UAS) operations, as well as the provision of aeronautical meteorological service.

Development of guidance and tools to support investment decisions of financing aviation infrastructure: Stand-alone guidance material on business case, cost-benefit analysis, economic impact analysis and cost-effectiveness analysis was at the final stage of development. In addition, a new online cost-benefit analysis (CBA) application was developed for analyzing investments for identified aviation infrastructure projects.

APPENDIX D – Aviation Data and Statistics

The second meeting the Aviation Data and Analysis Panel (ADAP/2) was held in March 2017.

A joint project called COMTRADE was initiated with the UN to make country-level trade and transport mode data available for States to facilitate policy making to meet the fast-paced growth of e-commerce and cargo.

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ICAO joined in the "e-trade for all" initiative led by the UN Conference on Trade and Development (UNCTAD) as a founding member. ICAO has also taken the lead in the World Customs Organization (WCO)'s Measurement and Analysis Group of cross border e-commerce initiative.

ICAO continued to provide air transport data and metrics to the United Nations to support its Sustainable Development Goals (SGDs), notably transport indicators to monitor progress towards SDG Goal 9, Target 9.1 (Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all). As the custodial agency of UN SDGs global indicator for Target 9.1.2 (Passenger and Freight Volumes by Mode of Transport), the updated data and indicators were provided for the UN in March 2018 and 2019.

Hands-on coaching sessions and seminars on aviation data and analysis were held in Teheran, Iran in February 2017; Havana, Cuba in July 2017; Paris, France in April 2018; and Nairobi, Kenya in December 2018.

The re-engineering of the ICAO Integrated Statistical Database (ISDB) was completed for the Air Transport Reporting Forms. All data in the ISDB has been successfully integrated into the ICAO Enterprise Data Management (EDM) platform. This development has improved the efficiency and supported the high quality in processing data and statistics.

The ICAO Civil Aviation Data Solutions (iCADS) platform was released, containing state-of-the-art data applications as well as visualization tools. States and aviation stakeholders can have access to the latest technology and applications to take evidenced-based policymaking decisions.

APPENDIX E – Forecasting, Planning and Economic Analysis

In collaboration with the International Transport Forum at the Organisation for Economic Cooperation and Development (OECD) (ITF-OECD) and Member States that are part of the Multi-disciplinary Working Group of Long-term Traffic Forecasts (MDWG-LTF), the long-term traffic forecasts by route groups were updated. The updated forecasts were made available to the Forecasting and Economic Analysis Support Group (FESG) and the Modelling and Databases Group (MDG) of CAEP in April 2018.

The single set of long-term traffic forecasts developed through the work of the Multi-disciplinary Working Group on Long-term Traffic Forecasts (MDWG-LTF) under the Aviation Data and Analysis Panel (ADAP) has been updated and integrated into a newly-developed electronic interface, allowing States and other users to generate customized traffic and operational forecasts at different levels of granularity (by route, city-pair and airport-pair). This application also has the ability to forecast the requirements of aviation licensed personnel (pilots, air traffic controllers and maintenance personnel) for each State.

An expert advisory group on the Aviation Satellite Account (ASA) methodological framework developed a document to estimate the contribution of civil aviation in terms of percentage of Gross Domestic Product (GDP) and number of jobs. The ASA methodology will be used by States to have a standard

framework for measuring the economic and social impact of civil aviation activities and in securing financing for and investments into the air transport sector.

Studies on regional differences in international airline operating economics for the years 2013, 2014, 2015 and 2016 were carried out and a study for the year 2017 is ongoing; results are published in circulars on a biennial basis. Based on the results of these studies, values of the global and area weightings were provided, on an annual basis, to the International Air Transport Association (IATA) Prorate Agency to establish prorate factors for passenger revenues from interline journeys.

The Secretariat developed a cost-benefit analysis application to allow users to evaluate and benchmark costs and benefits of different investment options for the defined aviation infrastructure project. Several analyses are preloaded in the application, such as Net Present Value (NPV), Internal Rate of Return (IRR) and Cost-Benefit ratio.

An online application of Aero Tariff converted the paper-based *Tariffs for Airports and Air Navigation Services* (Doc 7100) into a web tool which provides an analytical platform in the formulation and benchmarking of airport and air navigation charging policies.

Big data projects have progressed in cooperation with the UN, international organizations and academia. The projects include 1) the analysis of air connectivity, air transport network and airline competition by using Market Intelligence Data Transfer (MIDT); 2) Automatic Dependent Surveillance–Broadcast (ADS–B) data integration into real time monitoring of capacity changes, air navigation charges, fuel efficiency calculators and the ASBU implementation; and 3) e-commerce global business-to-consumer (B2C) measurement.

The Universal Postal Union (UPU) was provided with the annual airline traffic and financial data and analyses to be used for the calculation of the basic air mail conveyance rate according to Article 53 of the Universal Postal Convention.

A39-16 Consolidated statement of ICAO policies on technical cooperation and technical assistance
In order to increase the awareness of States as to the advantages of using ICAO/TCB for the implementation of technical cooperation and technical assistance projects, ICAO was requested to fully utilize the resources available within the Organization to promote the services of TCB to the highest level of civil aviation authorities and during missions and meetings by ICAO Officials. In particular, the duties of the Regional Offices were reinforced in the most recent edition of the Regional Office Manual, with the introduction of a new quality assurance process. TCB has also raised its profile on the ICAO public website and through discussions with interested parties, attendance at ICAO conferences, and distribution of promotional materials. The second Global Aviation Cooperation Symposium (GACS II) was held in Athens, Greece in October 2017 and the third Global Aviation Cooperation Symposium (GACS III) will be held in Phuket, Thailand in July 2019.

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In addition, TCB continued to keep administrative support costs (overhead charges) to a minimum without adversely impacting the quality of its services by taking measures to increase efficiency and productivity, and, to the extent possible, to minimize expenditure, taking into account other non-operational revenue. To this end, TCB continued to carefully monitor the financial health of the Technical Cooperation Programme and controlled expenditures through the application of the core staff concept in order to maintain a balanced budget.

A39-17 ICAO Programme for Aviation Volunteers (IPAV)

TCB officials routinely encourage States, financing institutions, the aviation industry and other stakeholders to participate in the IPAV by providing sustained financial and human resources. The IPAV Voluntary Fund was established for the deposit of contributions to the Programme from client States, United Nations organizations, the aviation industry, international entities and other third parties. In 2016 a one-time transfer of CAD 100 000 from the TCB Efficiency and Effectiveness Fund was earmarked for the IPAV, for purposes of assisting developing States participating in the Technical Cooperation Programme for the solution of safety and security findings derived from audits carried out under ICAO's Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) and Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA). Subsequently, in light of the positive financial situation of the AOSC Fund, the Council agreed to the Secretary General's proposal that 50 per cent of the TCB Efficiency and Effectiveness Fund, not exceeding CAD 125 000 a year, be earmarked for the IPAV Fund and/or technical assistance projects.

During the reporting period, nine IPAV projects were carried out for a total amount of USD 123 100 which were funded either through the IPAV Fund pool account or by the recipient governments.

A39-18 Consolidated statement of continuing ICAO policies related to aviation security
APPENDIX A

General policy

At the 39th Session of the ICAO Assembly, convened from 27 September to 7 October 2016 in Montréal, two Resolutions were adopted in regards to Aviation Security. The first, the Consolidated Statement on Continuing ICAO Policies Related to Aviation Security, was adopted as Resolution A39-18. Noting with satisfaction progress on the implementation of the ICAO Comprehensive Aviation Security Strategy, the Assembly agreed to extend the Strategy until the time a new global strategic framework – the Global Aviation Security Plan (GASeP) – was fully developed and approved for implementation. In November 2017, the ICAO Council approved the GASeP, which provides the foundation for States, industry, stakeholders and ICAO to work together with the shared and common goal of enhancing aviation security worldwide and achieving five key priority outcomes, namely: a) enhance risk awareness and response; b) develop security culture and human capability; c) improve technological resources and innovation; d) improve oversight and quality assurance; and e) increase cooperation and support. It presents an ambitious goal-based plan that commits ICAO, States and industry collectively to

significantly improve aviation security by 2030, consistent with the direction provided by the 39th Session of the ICAO Assembly.

Although the GASeP had been approved for immediate implementation, it was adopted as a "living document", and will remain so as ICAO continues to welcome State feedback to enable ICAO to assess any further improvements that can be made to the Plan. This is considered a necessary approach given that the Plan was developed on an accelerated basis.

Between 2017 and 2018, four GASeP-specific regional conferences were held to focus on shared accountability and regional priorities, identify unique challenges and threats, and develop region-specific roadmaps. Each event was attended by numerous high-level officials, representatives from a large number of States, and stakeholders. Actions are underway to refine timelines and complete the specific tasks and initiatives identified in each of these roadmaps. Regional conferences played an important role in fostering knowledge-sharing, reciprocal learning, and peer review across all ICAO regions.

In tandem with the GASeP submission to Council for approval, ICAO held the first Global Aviation Security Symposium (AVSEC2017). The 2017 event was the first in a series of annual symposia focused specifically on important facets of the GASeP. Formal panel discussions were accompanied by workshops, interactive displays, and table-top exercises. AVSEC2018 was preceded by the inaugural Industry Engagement Day, which focused on current and future innovations in technology and processes and was followed by the second High-level Conference on Aviation Security (HLCAS/2).

HLCAS/2, convened from 29 to 30 November 2018, expressed strong support for the GASeP and gratefully acknowledged that the regional aviation security conferences hosted by Egypt, Panama, Portugal and Thailand helped Member States obtain a deeper understanding of the GASeP. HLCAS/2 considered five agenda items and formulated 21 recommendations. These recommendations fell into two general categories: a) those addressed directly to States and/or industry; and b) those that call for action by ICAO. Recommendations addressed to stakeholders will be communicated through the dispatch of State letters, whereas those directed at ICAO will be progressed by the Council and/or Secretariat. Many of the Conference outcomes are already being progressed by the Secretariat, with a majority of others to be accomplished in 2019. Results will be reported to the Council and its Committees during 2019 Sessions.

The GASeP Implementation Toolkit: The document, which is currently being developed, will be disseminated to each Security and Facilitation Regional Officer to streamline and focus activities. The Toolkit provides a month-by-month breakdown of each Priority Activity into primary tasks and subtasks, facilitating accomplishment of applicable outcomes by the end of the year. USAP results, analyses, and accompanying graphs will be updated monthly and provided to Regional Offices to track States' progress in meeting the GASeP Effective Implementation targets for 2020. Data will include subregional categorization if appropriate and will highlight security topics for specific emphasis in training and other capacity building initiatives.

Numerous capability-enhancing initiatives have been developed and deployed in support of GASeP actions. Appropriate distribution of the ICAO *Aviation Security Global Risk Context Statement* (Doc 10108 – Restricted) information, and presentations of the Risk Management Workshop in every region, have greatly improved understanding of the risk methodology and of threats and viable countermeasures, and the adoption of innovative approaches to mitigate risk. Workshops and supporting material on Security Culture and Insider Threat have been developed and translated into the six official ICAO languages. ICAO Regional Offices (ROs) receive monthly updates on USAP-CMA results in order to identify specific focus areas within their regions and target assistance as appropriate.

Following the restrictions placed on the carriage of portable electronic devices (PEDs) by some States, two groups of experts, the Task Force (TF) on improvised explosive devices (IED) and the Cargo Safety Group (CSG), strove to address the multiple aspects of the issue with a holistic and integrated approach. As a result, the Secretariat, in collaboration with the AVSEC Panel, undertook the development of guidance material on the use of screening technologies to mitigate the threat posed by IEDs concealed in personal items. To that end, best practices on the use of explosives trace detectors were approved by the Council at its 217 Session for inclusion in the upcoming 11th Edition of the ICAO *Aviation Security Manual* (Doc 8973 — Restricted).

APPENDIX B

International legal instruments, enactment of national legislation and conclusion of appropriate agreements for the suppression of acts of unlawful interference with civil aviation

The importance of becoming party to the aviation security conventions continues to be emphasized through briefings and at high-level meetings.

APPENDIX C

Implementation of technical security measures

To promote efficiency and effectiveness of security measures, ICAO continued to make new and updated guidance available throughout the triennium.

The 10th Edition of the ICAO *Aviation Security Manual* (Doc 8973 — Restricted) was published in all languages in January 2018. Updated in collaboration with the Aviation Security (AVSEC) Panel to assist States in the implementation of new and updated provisions of Annex 17 — *Security*, including those found in Amendments 15 and 16, it incorporated all material developed since the publication of the ninth edition. Of particular interest is the new and/or updated guidance material on the following subjects: security of landside areas of airports; staff screening and vehicle screening; cyber threats to critical aviation systems; screening using explosives trace detection equipment; assessing the threat posed by persons through behaviour detection; in-flight and airport supplies; sensitive aviation security information; and chemical, biological and radiological incident.

The Council adopted Amendment 16 to Annex 17 — *Security* to the Convention on International Civil Aviation (Chicago, 1944) during its Session in March 2018, and Amendment 16 became applicable in November 2018. This Amendment included new and revised provisions on information-sharing, measures relating to passengers and cabin baggage, measures relating to cargo, mail and other goods, and cyber threats. During the drafting of Amendment 16 to Annex 17, account was taken of possible implementation issues and the impact assessment; however, this review indicated a positive impact on the enhancement of aviation security and facilitation. In terms of cost impact, each State's risk assessment will determine mitigation strategies to be implemented, and the overall impact on resources will depend on the threat and risk assessment and types of measures applied.

In close consultation with the Aviation Security (AVSEC) Panel Working Group on Threat and Risk (WGTR), ICAO continued to monitor potential security threats (e.g. cybersecurity, landside security, remotely-piloted aircraft systems, person-delivered improvised explosive devices, and Man-Portable Air Defence Systems).

APPENDIX D

Action of States concerned with an act of unlawful interference

Recognizing the continued threat of acts of unlawful interference on civil aviation, the Council requested that Member States be reminded of their obligation to report Acts of Unlawful Interference (AUI) to the Council, by the most expeditious means, as required by Annex 17 and the various Articles of The Hague Convention, the Montréal Convention and the Beijing Convention. To help facilitate such an obligation, States may use the ICAO AUI reporting form, which aims to simplify its utilization and expedite its submission by focusing on gathering key data and critical information concerning the incident.

APPENDIX E

The ICAO Universal Security Audit Programme

To address the Assembly Resolution A39-18 pertaining to the USAP, the ICAO Secretariat consulted with the Secretariat Study Group (referred to as the SSG) on the USAP in order to review the scope and methodology of the USAP-CMA, with the objective of ensuring that it provides reliable information regarding the effective implementation of aviation security measures on the ground and that it takes into consideration a risk-based approach. The work of the SSG focused on four main areas of interest, namely: the interpretation of Standards and auditor training; auditing operational implementation; addressing serious deficiencies in a timely manner; and the risk-based approach to prioritization.

Relevant recommendations, together with their predicted benefits and impacts, were proposed to the 30th Aviation Security Panel and to the Council for their consideration. The final outcomes of the review of the USAP-CMA will be presented to the 40th Session of the ICAO Assembly for endorsement.

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APPENDIX F

The ICAO Implementation Support and Development – Security Programme (ISD-SEC)

Pursuant to Assembly Resolution A39-18, and affirmed by the adoption of the United Nations Security Council Resolutions (UNSCR) 2178 (2014), 2309 (2016), 2322 (2016), 2368 (2017) and 2396 (2017), as well as the priority objectives of the Global Aviation Security Plan (GASeP), the aim of ICAO is to implement targeted assistance to address identified deficiencies within Member States. The primary objective of aviation security and facilitation assistance is to support Member States in resolving significant security concerns (SSeCs) identified through the ICAO Aviation Security Audit Programme (USAP), and to assist States in implementing the SARPs of Annex 9 — *Facilitation*, and Annex 17 — *Security* — Safeguarding International Civil Aviation against Acts of Unlawful Interference.

The Aviation Security Improvement Plan (ASIP) is designed specifically for a State based upon the results of a needs assessment and the assistance requirements of that State, and may be initiated following a USAP audit or at a State's request. Each phase of an ASIP has performance indicators, conditions and quality assurance measures that must be met before the next phase of the ASIP is initiated. Therefore, a State's ability to complete an ASIP is dependent upon multiple factors, including the ability of ICAO to provide assistance to the State and the ability of the State to meet the conditions of the ASIP to ensure effective implementation of improved security measures. In the past triennium, there were 25 active ASIPs, with 11 completed. Looking forward, 8 additional ASIPs have been requested.

Aviation security training is managed by the Implementation Support and Development — Security Programme in ATB. ISD-SEC manages the delivery of six aviation security training courses and seven aviation security workshops. In order to provide aviation security training to all Member States under the auspices of the *No Country Left Behind* (NCLB) initiative, ISD-SEC manages the ICAO Aviation Security Training Centre (ASTC) Network. There are currently thirty-five members of the ASTC Network operating in all seven ICAO regions, with five new ICAO-endorsed ASTCs having joined the Network in the triennium 2017-2019. In 2017 and 2018 combined, a total of 69 ICAO-sponsored aviation security courses and workshops were conducted through the ASTC Network, with 1 019 aviation security specialists from 128 Member States benefitting from the training.

Under the Working Arrangements between the GAT and ATB for the Harmonization of the ICAO Aviation Security Training Programme, the coordination of the ASTC Network will remain under the purview of ISD-SEC. However, any new applicants to the ASTC Network must first join the TPP Network. ISD-SEC will conduct AVSEC-specific assessments following a training centre's recognition as a TPP Member. In addition, the Secretariat recognizes the need to continue updating existing training to align with the current iteration of Annex 17 – *Security*, the security related SARPs of Annex 9 – *Facilitation*, and the ICAO *Aviation Security Manual* (Doc 8973 – Restricted), and to develop new aviation security and facilitation training that addresses gaps in the current portfolio as well as new and emerging threats.

APPENDIX G

Action by the Council with respect to multilateral and bilateral cooperation

Continued efforts in promoting the principles of multilateral and bilateral cooperation in aviation security were made through the dissemination of an updated model clause on aviation security for possible insertion into bilateral agreements on air services to enhance cooperation between States, specifically in sharing of information between appropriate aviation security authorities. In addition, significant progress has been made to assist States on the establishment of mutual recognition of aviation security processes through the dissemination of updated ICAO guidance on the recognition of equivalence of security measures and the establishment of one-stop security arrangements to include multi-lateral arrangements. Formalized aviation security mutual recognition agreements are essential in the management of bilateral aviation security affairs.

APPENDIX H

International and regional cooperation in the field of aviation security

In the period since the 39th Session of the ICAO Assembly, ICAO has fostered cooperation among Member States and with other stakeholders with the aim of improving aviation security and air transport facilitation, both at the regional and global levels.

ICAO cooperates with various United Nations (UN) Offices, Directorates and Specialized Agencies (e.g., United Nations Counter-Terrorism Centre (UNCCT), UN Counter-Terrorism Committee Executive Directorate (UNCTED), and UN Office on Drugs and Crime (UNODC)) as well as other international organizations (e.g., INTERPOL, International Maritime Organization (IMO) and World Customs Organization (WCO)) to fulfil the commitments defined in the UN Global Counter-Terrorism Strategy. Cooperative activities are directly related to aviation security and facilitation, identity, and border control management as described in UN Security Council resolutions 1373 (2001), 1624 (2005), 2178 (2014), 2309 (2016), 2341 (2017) and 2396 (2017).

In May 2018 the ICAO Secretariat and the United Nations Counter-Terrorism Committee Executive Directorate (CTED) signed an Arrangement on Cooperation, which established the foundation of cooperation between both Organizations. Additionally, the ICAO Secretariat continues to assist UNCTED through participation in country on-site visits to evaluate UN States' implementation of civil aviation counter-terrorism related resolutions, and to determine the efficacy of States' aviation statutes, regulations, and policies. CTED continues to support ICAO's efforts to ensure implementation of API systems remain at the forefront of States' priorities.

The ICAO Secretariat continues to collaborate with the United Nations Office of Counter-Terrorism (OCT), and in December 2018, signed an Arrangement on Cooperation, which solidifies the terms of collaboration between both organizations to strengthen the delivery of counter-terrorism capacity-building assistance. This includes: targeted capacity development; training and other necessary resources, such as technical assistance; and technology transfers and programmes. ICAO, as one of the

entities of the Counter-Terrorism Implementation Task Force (CTITF), signed the UN Global Counter-Terrorism Coordination Compact and participated in the High-level Conference of Heads of Counter-Terrorism Agencies of Member States in June 2018.

In cooperation with the UNOCT and UNCTED, ICAO has participated in the development of a Compendium of good practices – "The protection of critical infrastructure against terrorist attacks" and "The Responsible Use of Biometrics in Counter Terrorism".

A39-19 Addressing Cybersecurity in Civil Aviation
The 39th Session of the ICAO Assembly reaffirmed the importance and urgency of protecting civil aviation's critical infrastructure systems and data against cyber-attacks and of obtaining global commitment for action by ICAO, its Member States and industry stakeholders, with a view to collaboratively and systemically addressing cybersecurity in civil aviation and mitigating the associated threats and risks. Resolution A39-19, Addressing Cybersecurity in Civil Aviation, identified the actions to be undertaken by States and other stakeholders in this regard. The 39th Session of the ICAO Assembly also instructed ICAO to develop a comprehensive cybersecurity work plan and governance structure.

To meet these objectives, ICAO established the Secretariat Study Group on Cybersecurity (SSGC) under the lead of the Deputy Director, Aviation Security and Facilitation (DD/ASF). The SSGC's membership consists of 20 States, 13 international organizations, and the ICAO Secretariat, and is monitored by the Secretariat Senior Management Group on Common Safety and Security Issues, chaired by the Secretary General of ICAO.

Since its inception in August 2017, the SSGC has met six times and developed a set of recommendations to address the emerging issue of cybersecurity in aviation. The principal outcome was the development of a comprehensive Cybersecurity Strategy. The Strategy aims to steer the work of States and ICAO with the aim of ensuring the safety, security and continuity of civil aviation through the application of a robust cybersecurity framework. The Council, at its 217th Session, agreed in principle to present the Aviation Cybersecurity Strategy to the 40th Session of the ICAO Assembly.

A39-20 Consolidated statement of continuing ICAO policies related to facilitation
The Council updated Annex 9 — *Facilitation* and it agreed that material on "best practices" guidance material and resources, to supplement the information contained in *International Signs to Provide Guidance to Persons at Airports and Marine Terminals* (Doc 9636), would be posted on the ICAO website. A second edition of *The Facilitation Manual (Doc 9957)* is under preparation.

A39-21 Addressing the low response rate by Member States to ICAO State letters
The Council decided (C-DEC 215/6 refers) on measures to reduce the overall number of State letters and noted a proposed amendment to the format of State letters to facilitate the States' processing of the State letters.   This decision complements a series of measures taken by the Secretariat in the last years

to better track the level of responses and to encourage a higher response rate. The efforts in this regard are continuing.

A39-22 Formulation and implementation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) and notification of differences
ICAO has published the *Manual on Notification and Publication of Differences* (Doc 10055), and is actively engaged in improving the electronic filing of difference (EFOD) system.

A39-23 *No Country Left Behind* (NCLB) Initiative
The Assembly adopted Resolution A39-23*: No Country Left Behind* (NCLB) Initiative as a means to galvanize efforts to assist States in strengthening their civil aviation systems, which in turn supports sustainable socio-economic development at national and regional levels.

One of the priorities of the NCLB is to foster the political will necessary to support aviation commitments and improvements. ICAO encourages this by participating in key international events and meetings, such as, inter alia, the 26th African Union Summit (2016); the 2016 Global Sustainable Transport Conference; the 2017-2019 World Economic Forums in Davos; the 2017-2019 International Transport Forums; as well as consecutive World Civil Aviation Chief Executives Forums and Aviation Leaders' Summits. By advocating for aviation's benefits for sustainable development at these events, ICAO sensitizes high-level government officials and generates political willingness to allocate sufficient resources to aviation development in the context of the NCLB initiative.

The ICAO World Aviation Forum (IWAF), held each year this past triennium, is an example of ICAO's efforts to bring together high-level participants from States, the aviation community and financial institutions. During IWAF, ICAO demonstrates how the implementation of aviation global standards and policies will enhance a safe, secure, efficient, economically viable and environmentally responsible air transport system. The outcomes of each IWAF are used by the Council as it implements and further refines the NCLB strategy and ensures that it is based on the information and feedback expressed by all parties involved.

Regional rotation of the IWAF has also demonstrated ICAO's firm commitment to achieving the objectives of the NCLB initiative. The convening of IWAF/3 (November 2017, Abuja, Nigeria) and IWAF/4 (September 2018, Fortaleza, Brazil) allowed the Organization to address regional needs and challenges in aviation development, while identifying and developing concrete solutions which align with global aviation's common programmes, priorities and framework.

Under the NCLB initiative and in conjunction with ICAO's technical cooperation, assistance and audit programmes, the Organization has garnered support for States to resolve their significant safety concerns and significant security concerns (SSCs and SSeCs), as well as to strengthen their aviation systems. All of these efforts have been undertaken with the aim that all States can reap the benefits which result from a robust civil aviation sector.

A39-24 Strategy on Disaster Risk Reduction and Response Mechanisms in Aviation

The Assembly adopted Resolution A39-24, "Strategy on disaster risk reduction and response mechanisms in aviation", which directs the Council to establish a crisis response policy and disaster risk reduction strategy in aviation. This would institutionalize and guide the Organization's strategic approach and tactical responses to aviation-specific crises that could affect the safety or continuity of international civil aviation. In adopting this Resolution, the Assembly was mindful that States are primarily responsible for prevention and reduction of disaster risk, and any response undertaken by the Organization should be guided by, and be in concert with, the State(s) affected.

The Council has approved an ICAO Crisis Response Policy that provides a formalized structure to the Organization's response to crisis, including aircraft accidents, natural and human-made disasters, acts of unlawful interference and pandemics that significantly impact international air transport and affect public confidence in the safety and security of air transportation. Specific organizational procedures and administrative instructions were developed during 2018. The Council also endorsed, in principle, a disaster risk reduction strategy to assist States in taking a more proactive approach to identify risks and vulnerabilities in their civil aviation infrastructure and build resilience into their aviation system.

In addition, in line with the "UN Plan of Action on Disaster Risk Reduction for Resilience: Towards a Risk-informed and Integrated Approach to Sustainable Development", ICAO and the United Nations Office for the Coordination of Humanitarian Affairs (OCHA) co-chaired a Focus Task Force Meeting on Airport Efficiency for Effective Humanitarian Assistance and Disaster Response at ICAO Headquarters in August 2018.

Recognizing the crucial role of appropriate guidance material in aviation-related disaster preparedness and planning in States and airports, the meeting encouraged the development of an ICAO Guidance Document. It advocated the use of existing material and tools to determine the gaps in the current guidance, the findings of which will be incorporated into the new document. A key consideration at the meeting was the proposal for a Comprehensive Disaster Preparedness Support for Airports for Effective Disaster Response. As part of this, the Get Airport Ready for Disaster (GARD) Programme was highlighted as requiring institutional and financial support to continue with the implementation of the current programme and facilitate its future development, as well as support States with the follow-up actions resulting from workshops it has held.

Consensus was also reached on the need to develop a strategic approach to the development and maintenance of ICAO Contingency Plans, the success of which will require the active participation of the Organization's Regional Offices and other stakeholders. Under the proposed arrangement, contingency plans would take into consideration natural disasters that, based upon historical data, are probable to occur. The contingency plans would prioritize the needs of nearby States and regions, and will be based on major traffic flows.

A39-25 Aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development

Ever since the adoption of Resolution A39-25, ICAO has been fully committed to working in close cooperation with States and other global stakeholders to contribute to the realization of the UN 2030

Agenda for Sustainable Development. In order to raise global awareness of aviation as an enabler of the UN Sustainable Development Goals (SDGs), ICAO has advocated the benefits of aviation for the SDGs through strategic outreach activities, tailored messaging and partnerships.

In 2016, ICAO launched the Aviation Partnerships for Sustainable Development (APSD) and invited the United Nations Department of Economic and Social Affairs (DESA), the United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and the Small Island Developing States (OHRLLS), the World Bank Group (WBG), and the Air Transport Action Group (ATAG) to join. Since 2016, the APSD members have been advocating aviation's essential role towards the achievement of the UN 2030 Agenda for Sustainable Development with States, the United Nations, the private sector, as well as the financial institutions and other stakeholders. This happened during strategically chosen events, such as the 2018-2019 World Bank-led Transforming Transportation Conference, the 2018 International Transport Forum; the 2016-2018 High-Level Political Forum on Sustainable Development; the 2018 Asia-Pacific Forum on Sustainable Development; the 2018 Forum of the Countries of Latin America and the Caribbean on Sustainable Development, the 2018 World Urban Forum and the 2017-2019 ATAG Global Summit.

In 2017, ICAO collaborated with Airports Council International (ACI), the Civil Air Navigation Services Organisation (CANSO), the International Air Transport Association (IATA) and the International Coordinating Council of Aerospace Industries Associations (ICCAIA) to develop the Aviation Benefits Report, which illustrates how aviation is advancing socio-economic progress in support of the Sustainable Development Goals (SDGs).

In December 2017, the UN General Assembly's Economic and Financial Committee approved a resolution focused on strengthening the links between all modes of transport to achieve the Sustainable Development Goals. The resolution acknowledges the importance of aviation and ICAO's work in advancing the SDGs. It puts special emphasis on least developed countries (LDCs), landlocked developing countries (LLDCs) and small island developing States (SIDS), and underscores that increased investment in infrastructure, intermodal transport and connectivity are of essence to integrate global economies, which will drive growth and help to achieve the Sustainable Development Goals.

With the recognition that sustainable transport and mobility are fundamental to advancing the UN 2030 Agenda for Sustainable Development, the World Bank invited ICAO to join the Sustainable Mobility for All (SuM4All) Initiative – a group of 50 leading organizations and agencies in the transport sector committed to supporting transport policies and systems that would transform mobility on a global scale. In 2017, the Sum4All released the first ever Global Mobility Report, in which aviation is strategically positioned. The report was featured in 40 prime media outlets and reached more than 3 million people.

The Assembly Resolution A39-25 refers to the effective implementation of SARPs and policies, as well the inclusion of aviation into the national development plans[10] – in support of the SDGs. In support of this objective, ICAO has developed guidance for its Member States to establish a National Aviation Planning Framework[11] that ensures sustainable development of air transport by prioritizing and coordinating the implementation of initiatives to improve the safety, security, facilitation, capacity and efficiency of their air transport systems. This approach will enable sustainable growth of air transport at the State, regional and global levels, resulting in significant socio-economic benefits, including increasing the predictability of funding for sustainable aviation.

ICAO continuously contributes to monitoring efforts of the UN 2030 Agenda for Sustainable Development, and is an official observer on the Inter-agency and Expert Group on Sustainable Development Goal Indicators, as well as the custodian agency of SDG indicator 9.1.2, Passenger and Freight Volumes, by Mode of Transport. In this capacity, ICAO has the opportunity to contribute to the annual global SDG progress report, as well as provide and update the indicator documentation. This, in turn, is helpful when making the case for financing and investments into transportation infrastructure and formulating policies that are furthering multimodal transport connectivity. These are expected to promote the sustainable growth of the transportation sector and accommodate the forecasted increase of passenger and freight traffic in developing regions and fast growing economies.

Reinforced in Resolution A39-25, 'strengthening partnerships' is identified in the ICAO Business Plan as a key activity to enhance the efficiency, effectiveness and impact of ICAO's work. Aiming to provide guidance on the policies, processes and procedures related to ICAO partnership activities, the Secretariat developed a Partnership Framework to identify targeted partnerships to achieve the SDGs.

A39-26 Resource Mobilization
The 39th Session of the ICAO Assembly adopted Resolution A39-26: Resource Mobilization. The Resolution sets the objectives in building a resource mobilization capacity that aims to achieve adequate, more predictable and sustainable voluntary contributions to realize the Organization's mission by broadening the donor base and facilitating the consolidation of available and projected resources within an integrated business plan for the Organization.

2016-2018 was a record-breaking period for resource mobilization of voluntary funds at ICAO. For 2016-2018, all the ICAO voluntary funds cumulatively received contributions in the amount of CAD 32.4 million, which represents a 123 per cent increase from 2013-2015 (CAD 14.5 million). During 2016-2018, CAD 21.2 million (65.4%) was contributed by States and CAD 11.2 million (34.6%), by others. The top three State contributors on voluntary funds are the Unites States (CAD 5.1 million); China (CAD 3.8 million) and Canada (CAD 3.4 million).

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[10] States may use different terminology to define national plans and frameworks
[11] ibid

A number of tools have been created to support the Resource Mobilization (RM) activities of ICAO. The ICAO RM Platform was developed to streamline and facilitate joint RM efforts across the Organization. The Platform houses agreements for contributions made to the Resource Mobilization Fund, pipeline projects from across all Bureaus and Regional Offices (RO) for which resources are to be mobilized, and, crucially, a repository of attempts made to mobilize resources for a particular project, thus promoting coordination within ICAO.

A39-27 Assistance to victims of aviation accidents and their families
The 39th Session of the Assembly (2016) agreed to invite the Council to give further consideration to the proposal to upgrade Recommended Practice 8.46 of Annex 9 to a Standard, following a review of the results of the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) activities. Subsequently, the Council agreed that the time-frame/target date for implementation of the Assembly's decision would follow an evaluation of the extent of the level of implementation of family assistance plans obtained through the Compliance Checklists (CCs) of Annex 9 derived from the EFOD System in the third quarter of 2018 for Annex 9, and the fourth quarter of 2020 for USOAP CMA.

In April 2019, at its Second meeting of the 217th Session, the Air Transport Committee (ATC) considered information, provided by the Secretariat, on the implementation of RP 8.46. The ATC decided that the Secretariat should gather information on the implementation by airlines and airports of their family assistance plans, obtained from the International Air Transport Association (IATA) and the Airports Council International (ACI), provide a status of RP 8.46 implementation obtained through the USOAP CMA, if available; and present such information during the 219th Session.

A39-28 Performance-based criteria and guidance material on aircraft disinfection and vector control measures
ICAO and WHO collaborated and consulted with industry stakeholders, hosting two workshops on performance-based criteria and the development of guidance material on aircraft disinsection and vector control measures. This included the development of the ICAO Vector Control Register, an Infectious Disease App on the ICAO public website and a draft 'Risk Assessment and Decision Making Tool'. States and stakeholders were kept informed through Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) meetings.

A39-29 Next Generation of Aviation Professionals
ICAO conducted NGAP Global Summits in 2017 and 2018 to engage the aviation community and the education and labour sectors in developing strategies and actions for attracting, educating and retaining the next generation of aviation professionals, and to establish implementation partnerships. ICAO facilitated the establishment of the International Association of Aviation and Aerospace Education (ALICANTO) to enhance university participation in NGAP activities at the national, regional and global levels. States and international organizations have provided members to the newly established ICAO NGAP Task Force. The task force is developing tools and approaches to assist States in meeting their human capacity needs. A tool recently developed by ICAO is a computer application that allows States to

forecast their requirements for pilots, air traffic controllers, maintenance personnel and cabin crew. ICAO continues to work with training organizations through the TrainAir Plus Programme and with universities to provide courses aimed at developing competent aviation professionals.

A39-30 ICAO Gender Equality Programme promoting the participation of women in the global aviation sector
Further to A39-30 and the subsequent ICAO Gender Equality Implementation Programme, a three-year plan with 61 action points continues to be rolled out.

A39-31 Discharge by Member States of financial obligations to the Organization and action to be taken in case of their failure to do so
During 2018, the Secretary General dispatched to all Member States three State letter schedules showing the amounts due for the current year and up to 31 December of the previous year. Thus far, in 2019, the Secretary General dispatched one State letter on the same subject.

No new arrangements were yet proposed since the last Session of the Assembly. The Council continues to promote its policy of inviting Member States in arrears to make settlement proposals for the liquidation of long-outstanding arrears of contributions in accordance with ICAO Resolution A39-31.

As at 16 May 2019, the voting power in the Assembly of 22 Member States was deemed to be suspended due to arrears of contributions equal to or in excess of the total assessments for the three preceding years, and of those Member States not in compliance with agreements entered into in accordance with Assembly Resolution A39-31, Resolving Clause 4 b).

The additional measures stipulated in A39-31, Resolving Clause 10, were also applied during the period to those Member States which were deemed to have their voting power suspended under Article 62 of the Convention. Only those States which have no outstanding annual assessed contributions except for the current year's assessment were eligible for election to the Council, Committees and bodies.

A39-32 Assessments to the General Fund for 2017, 2018 and 2019
The Secretary General notified Member States of their assessment for 2018 in State letter A1/8-18/62; State letter A 1/8-18/94; State letter A1/8-18/108; and for 2019 in State letter A1/8-19/47.

A39-33 Working Capital Fund
No further action is required.

A39-34 Amendment of the Financial Regulations
Updated version of *The ICAO Financial Regulations* (Doc 7515) has been published.

A39-35 Approval of the accounts of the Organization for the financial years 2013, 2014 and 2015 and examination of the Audit Reports thereon
No further action required.

A39-36 Appointment of the External Auditor
No further action required.

A39-37 Budgets for 2017, 2018 and 2019
Section A: No action required.

Section B: No action required.

Section C: No action required.

A39-38 Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa
The implementation of the AFI SECFAL Plan is anchored on a three-phase (short, medium and long term) work programme approved by the Plan's Steering Committee (SC). The AFI SECFAL Plan Steering Committee has so far held seven meetings since its inception in 2015, with the Eighth Steering Committee meeting planned to be held in Uganda in May 2019. The completion of the short term phase of the Plan on 31 December 2017 has had a positive impact on the effective implementation of State aviation security oversight systems, and compliance with Annex 17 — *Security* Standards and Recommended Practices and the Annex 9 - *Facilitation* provisions that support both border management and security objectives. The completion of the short term phase of the Plan largely achieved the planned activities and goals, and provided a good platform for implementation of the medium term and long term phases (2018-2020 and 2021-2023 respectively). In order to have a harmonized approach to the delivery of the ICAO Strategic Objectives, the AFI SECFAL Plan work programme, the Windhoek Declaration and Targets and the Africa and Middle East Aviation Security Roadmap have all been aligned with the Global Aviation Security Plan (GASeP).

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