

PROVISIONAL EDITION  
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# RESOLUTIONS

## ADOPTED BY THE ASSEMBLY



ASSEMBLY – 42nd SESSION  
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INTERNATIONAL CIVIL AVIATION ORGANIZATION



## RESOLUTIONS ADOPTED AT THE 42ND SESSION OF THE ASSEMBLY

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## RESOLUTIONS ADOPTED AT THE 42ND SESSION OF THE ASSEMBLY

### PROVISIONAL EDITION

#### **Resolution A42-1: Honouring 80 Years of the Chicago Convention: The Legacy of the Work in the Legal Field**

*Whereas* the year 2024 marks the 80th anniversary of the Chicago Convention, and ICAO highly values and promotes the rule of law in international civil aviation;

*Noting* that the Legal Committee has played a crucial role in drafting, developing and promoting the ratification of air law treaties;

*Noting* also that the Legal Committee has conducted studies on key issues related to international air law and has contributed to the development of a resilient civil aviation sector;

*Noting* further that ICAO Member States support the work of the Legal Committee by nominating national legal experts to contribute to the numerous task forces, study groups, working groups, and other forums that undertake the Committee's Work Programme;

*Recognizing* the strong support provided by the ICAO Secretariat, particularly the Legal Affairs and External Relations Bureau, in facilitating the work of the Legal Committee and, consequently, the development and codification of international air law;

*Recognizing* also the vital role that legal advisors of civil aviation authorities play at the national level in implementing the principles and international rules of the Chicago Convention and ensuring that national regulations are aligned with the Convention and its Annexes;

*Recognizing* also the essential technical and policy contributions of ICAO's other bodies and experts – including the Air Navigation Commission, Air Transport Committee, Committee on Aviation Environmental Protection, and the panels and expert groups;

*Determined* to ensure that the legal work continues to effectively address ongoing challenges and uphold the rule of law in the civil aviation sector;

*The Assembly*, in celebrating the 80th anniversary of the Chicago Convention:

1. *Pays* tribute to the diverse actors committed to advancing the legal aspects of civil aviation;
2. *Emphasizes* the essential contribution of the ICAO Legal Committee's work for the development of the civil aviation sector;
3. *Recognizes* the significant support provided by the ICAO Secretariat, particularly the Legal Affairs and External Relations Bureau, to the Legal Committee;
4. *Acknowledges* the valuable contributions of Member States through their provision of national legal experts engaged in the work of the Legal Committee;
5. *Highlights* the important role played by legal advisors of civil aviation authorities at the national level;

6. *Reiterates* the importance of sustaining the Legal Committee's work in examining new and emerging issues affecting air law, and in promoting the development, codification and implementation of international air law;
7. *Invites* all Member States to continue to actively support the Legal Committee's work and related groups to carry out its Work Programme;
8. *Invites* ICAO technical bodies and panels to continue proactively to (a) identify issues where legal analysis is required at the outset of technical work, and (b) coordinate with the Legal Committee and Legal and External Affairs Bureau to ensure that legal implications are considered in parallel with technical development;
9. *Urges* all Member States to continually enhance and update the skills and capacities of their legal advisors in civil aviation; and
10. *Invites* all stakeholders, including relevant organizations of the global civil aviation community, to continue collaborating through the ICAO Legal Committee to further develop and codify international air law for the benefit of all nations and peoples.

**Resolution A42-2: Infraction of the *Convention on International Civil Aviation* by the Russian Federation**

*Having considered* the item concerning recurring Global Navigation Satellite System (GNSS) Radio Frequency Interference (RFI) in the Baltic, Eastern and Northern European regions originating from the territory of the Russian Federation;

*Bearing in mind* that the safety of international civil aviation remains the primary aim and objective of the *Convention on International Civil Aviation* as well as the International Civil Aviation Organization;

*Recalling* Assembly Resolution A41-8, Appendix C on ensuring the resilience of ICAO CNS/ATM systems and services, which recognized that GNSS should be free from harmful interference and urged States to refrain from any form of jamming, or spoofing affecting civil aviation;

*Considering* the paramount importance of preserving the safety and security of international civil aviation as enshrined in the principles and rules of the *Convention on International Civil Aviation* and its Annexes;

*Noting* that the ICAO Council, on 26 March 2025, recalled and reaffirmed its serious concerns regarding the harmful impact of GNSS-RFI on the safety and security of international civil aviation, which is against the principles enshrined in the *Convention on International Civil Aviation*;

*Noting* that the ICAO Council, on 13 June 2025, expressed its grave concern regarding the recurring incidents of GNSS-RFI originating from the Russian Federation, affecting international air navigation in the Warszawa (EPWW), Vilnius (EYVL), Riga (EVRR), Tallinn (EETT), Helsinki (EFIN), and Sweden (ESAA) Flight Information Regions (FIRs);

*Noting* that the Russian Federation was notified that the recurring incidents of GNSS-RFI went against the principles enshrined in the *Convention on International Civil Aviation* and yet failed to respond to the Council's request to implement its decision and comply with the Russian Federation's obligations under the *Convention on International Civil Aviation*;

*Considering* that the ICAO Council decided to submit this matter to the 42nd Session of the ICAO Assembly, in accordance with Article 54 k) of the *Convention on International Civil Aviation*;

*The Assembly:*

1. *Endorses* the determination of the ICAO Council that GNSS-RFI in the Baltic, Eastern and Northern European regions originating from the territory of the Russian Federation and its harmful impact on the safety and security of international civil aviation goes against the principles enshrined in the *Convention on International Civil Aviation*, and constitutes an infraction of that Convention;
2. *Condemns* the Russian Federation for the recurring GNSS-RFI originating therefrom that is jeopardizing the safety and security of international civil aviation;
3. *Urgently calls* upon the Russian Federation to comply strictly with its obligations under the *Convention on International Civil Aviation*, in order to cease the recurrence of such GNSS-RFI activities;
4. *Requests* the Council to remain seized of this matter and report back to the Assembly as appropriate; and
5. *Instructs* the Secretary General to immediately draw the attention of all Contracting States to this resolution.

**Resolution A42-3: Infraction of the *Convention on International Civil Aviation* by the Democratic People's Republic of Korea**

*Having considered* the item concerning recurring Global Navigation Satellite System (GNSS) Radio Frequency Interference (RFI) on the Korean Peninsula originating from the Democratic People's Republic of Korea;

*Bearing in mind* that the safety of international civil aviation remains the primary aim and objective of the *Convention on International Civil Aviation* as well as the International Civil Aviation Organization;

*Recalling* Assembly Resolution A41-8, Appendix C on ensuring the resilience of ICAO CNS/ATM systems and services, which recognized that GNSS should be free from harmful interference and urged States to refrain from any form of jamming, or spoofing affecting civil aviation;

*Considering* the paramount importance of preserving the safety and security of international civil aviation as enshrined in the principles and rules of the *Convention on International Civil Aviation* and its Annexes;

*Noting* that the ICAO Council, on 26 March 2025, recalled and reaffirmed its serious concerns regarding the harmful impact of GNSS-RFI on the safety and security of international civil aviation, which is against the principles enshrined in the *Convention on International Civil Aviation*;

*Noting* that the ICAO Council, on 13 June 2025, reiterated its grave concern that notwithstanding its previous decisions of 18 June 2012, 31 May 2016, 14 June 2024 and 26 March 2025 relating to the incidents of GNSS-RFI on the Korean Peninsula originating from the Democratic People's Republic of Korea, these incidents had continued to recur in the intervening period and had been ongoing since 2 October 2024, jeopardizing the safety of international civil aviation in the Incheon Flight Information Region (FIR);

*Noting* that the Democratic People's Republic of Korea was notified that the recurring incidents of GNSS-RFI went against the principles enshrined in the *Convention on International Civil Aviation* and yet failed to respond to the Council's repeated decisions and requests to implement its decisions and comply with the Democratic People's Republic of Korea's obligations under the *Convention on International Civil Aviation*;

*Considering* that the ICAO Council decided to submit this matter to the 42nd Session of the ICAO Assembly, in accordance with Article 54 k) of the *Convention on International Civil Aviation*;

*The Assembly:*

1. *Endorses* the determination of the ICAO Council that, GNSS-RFI on the Korean Peninsula originating from the Democratic People's Republic of Korea and its harmful impact on the safety and security of international civil aviation goes against the principles enshrined in the *Convention on International Civil Aviation*, and constitutes an infraction of that Convention;
2. *Deplores* that, in disregard of the concerns repeatedly expressed by the ICAO Council, the Democratic People's Republic of Korea has continued to engage in actions resulting in recurring GNSS-RFI on the Korean Peninsula;
3. *Condemns* the Democratic People's Republic of Korea for the recurring GNSS-RFI originating therefrom that is jeopardizing the safety and security of international civil aviation;
4. *Urgently calls* upon the Democratic People's Republic of Korea to comply strictly with its obligations under the *Convention on International Civil Aviation*, in order to cease the recurrence of such GNSS-RFI activities;
5. *Requests* the Council to remain seized of this matter and report back to the Assembly as appropriate; and
6. *Instructs* the Secretary General to immediately draw the attention of all Contracting States to this resolution.

#### **Resolution A42-4: Addressing risks to civil aviation arising from conflict zones**

*Recalling* the tragic loss of Azerbaijan Airlines Flight 8243 on 25 December 2024, and noting with grave concern similar civil aircraft downings over or near a conflict zone, including Ukraine International Airlines Flight 752 in 2020 and Malaysia Airlines Flight 17 in 2014;

*Recalling* that Article 3 *bis* of the *Convention on International Civil Aviation* reaffirms the principle of non-use of weapons against civil aircraft in flight;

*Recalling* that in accordance with the *Convention on International Civil Aviation* and its Annexes thereto, Member States should take preventive measures in airspace controlled by them, including timely promulgation of prohibited, restricted or danger areas as appropriate, when military activities or conflict pose a risk to civil aviation;

*Acknowledging* the increased complexity of risk management over conflict zones, including the threats posed by the use of military or weaponized unmanned aircraft systems (UAS), global navigation satellite System (GNSS) radio frequency interferences (RFI), electronic warfare and air defence systems;



*Recalling* Assembly Resolution A41-8 that civil-military coordination should facilitate the sharing of relevant information with airspace users, especially for civil aircraft operations over or near conflict zones;

*Recognizing* the need for enhanced coordination, timely dissemination of risk information and decision making, and updated guidance for States and operators; and

*Recalling* that the ICAO Strategic Plan 2026-2050 has one of its essential aspirations to achieve zero fatalities in international aviation from accidents and acts of unlawful interference.

*The Assembly:*

1. *Strongly condemns* the use of weapons against civil aircraft in flight and reiterates that, in case of interception, the lives of persons on board and the safety of the aircraft must not be endangered;
2. *Reaffirms* that every State must refrain from resorting to the use of weapons against civil aircraft in flight as reflected in Article 3 *bis* of the *Convention on International Civil Aviation*;
3. *Urges* Member States, which have not yet done so, to ratify, as soon as possible, the Protocol incorporating Article 3 *bis* into the *Convention on International Civil Aviation*;
4. *Calls upon* Member States to identify, notify and take appropriate measures in airspace controlled by them, in accordance with the *Convention on International Civil Aviation* and its Annexes thereto, including timely promulgation of prohibited, restricted or danger areas as appropriate, when military activities or conflict pose a risk to civil aviation;
5. *Urges* Member States to share relevant information with air navigation services providers and aircraft operators under their authority, and ensure that they on a timely basis assess and mitigate risks posed to civil aircraft over or near conflict zones;
6. *Urges* Member States to call upon aircraft operators to ensure that their decision-making for flight planning includes updated risk assessment and appropriate risk mitigation measures, taking into account information regarding conflict zones by every reasonable means;
7. *Calls upon* Member States to improve and strengthen civil-military cooperation in air traffic management (ATM), and support the development and implementation of a regional ATM contingency management framework;
8. *Calls upon* Member States to support global initiatives, such as the Safer Skies Initiative, as an effective means to share best practices and information, including existing regional initiatives, and promote effective implementation of global standards and guidance on mitigating the risks conflict zones pose to civil aviation;
9. *Directs* the Council to continue to update relevant ICAO documents, including ICAO *Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones* (Doc 10084), to reflect current operational and technological threats, including attacks using weaponized unmanned aircraft systems (UAS), GNSS RFI and electronic warfare;
10. *Directs* the Council to ensure the development of a dedicated ICAO work programme on conflict zones in order to support crosscutting efforts within ICAO; and

11. *Directs* the Council to monitor the implementation of this Resolution and report progress to the next ordinary Session of the Assembly.

### **Resolution A42-5: Consolidated Statement of Continuing ICAO Policies in the Legal Field**

*Whereas* it is considered desirable to consolidate Assembly resolutions on the Organization's policies in the legal field in order to facilitate their implementation and practical application by making their texts more readily available, understandable and logically organized:

*The Assembly:*

1. *Resolves* that the Appendices attached to this resolution constitute the consolidated statement of continuing ICAO policies in the legal field, up to date as these policies exist at the close of the 42nd Session of the Assembly;
2. *Resolves* to continue to adopt at each ordinary session a consolidated statement of continuing ICAO policies in the legal field; and
3. *Declares* that this resolution supersedes Resolution A41-4.

## **APPENDIX A**

### **General Policy**

*Whereas* international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet its abuse can become a threat to the general security;

*Whereas* it is desirable to avoid friction and to promote that cooperation between nations and peoples upon which the peace of the world depends;

*Whereas* universal acceptance of international air law instruments and compliance by Member States of their obligations under those instruments will contribute to the enhancement of the international air law framework; and

*Whereas* it is imperative that the legal framework for international civil aviation remains responsive, robust and fit for purpose by addressing new and emerging needs, opportunities and challenges:

*The Assembly:*

*Reaffirms* the important role of law in the avoidance and resolution of conflicts and disputes among the nations and peoples of the world and, in particular, in the achievement by the Organization of its aims and objectives;

*Recognizes* that the enhancement of the international air law framework can be achieved through the universal acceptance and implementation by Member States of international air law treaties;

*Recognizes* that keeping pace with new developments that impact international air law through the analysis and consideration of new and emerging needs, opportunities and challenges can contribute to foster a more

responsive and adaptable legal framework for the aviation sector which would ensure that the Organization remains at the forefront of new developments in international civil aviation; and

*Invites* all Member States to continue to support the Organization's activities in the legal field with voluntary contributions in the form of human and financial resources beyond those budgeted for under the regular programme.

## **APPENDIX B**

### **Procedure for approval of draft conventions on international air law**

*The Assembly resolves:*

That the following constitutes the procedure for the approval of draft conventions:

1. Any draft convention which the Legal Committee considers as ready for presentation to the States as a final draft shall be transmitted to the Council, together with a report thereon.
2. The Council may take such action as it deems fit, including the circulation of the draft to the Contracting States and to such other States and International Organizations as it may determine.
3. In circulating the draft convention, the Council may add comments and afford States and organizations an opportunity to submit comments to the Organization within a period of not less than four months.
4. Such draft convention shall be considered, with a view to its approval, by a conference which may be convened in conjunction with a session of the Assembly. The opening date of the conference shall be not less than six months after the date of transmission of the draft as provided in paragraphs 2 and 3 above. The Council may invite to such a conference any non-Contracting State whose participation it considers desirable, and shall decide whether such participation carries the right to vote. The Council may also invite international organizations to be represented at the conference by observers.

## **APPENDIX C**

### **Ratification of ICAO international instruments**

*The Assembly:*

*Recalling* its Resolution A41-4, Appendix C relating to the ratification of the Protocols of Amendment to the Chicago Convention and of the private air law and other instruments which have been developed and adopted under the auspices of the Organization;

*Noting* with concern the continuing slow progress of ratification of the aforementioned Protocols of Amendment, including in particular those amending Articles 50 (a) and 56 adopted in 2016, and the final paragraphs (relating to the Arabic and Chinese texts, adopted, respectively, in 1995 and 1998);

*Also noting* that while a substantial number of States are party to the Protocols introducing Articles 3 *bis* and 83 *bis* of the Chicago Convention, there is still a need to further progress the ratification of those Protocols;

*Recognizing* the importance of these amendments to international civil aviation, in particular to the viability of the Chicago Convention, and the consequent urgent need to accelerate the entry into force of those amendments not yet in force;

*Recognizing* the need to accelerate the ratification and entry into force of the international air law instruments developed and adopted under the auspices of the Organization;

*Conscious* of the fact that only a universal participation in these Protocols of Amendment and other international air law instruments would secure and enhance the benefits of unification of the international rules which they embody:

*Urges* all Contracting States which so far have not done so to ratify those Amendments to the Chicago Convention which are not yet in force, i.e. those amending the final paragraph to add Arabic and Chinese to the authentic texts of the Convention adopted, respectively, in 1995 and 1998, and those amendments to Articles 50 (a) and 56 adopted in 2016, as soon as possible;

*Urges* all Contracting States which have not yet done so to ratify the Protocols introducing Articles 3 *bis* and 83 *bis* of the Chicago Convention;

*Urges* all Contracting States which so far have not done so to ratify the other international air law instruments, in particular the Montreal Convention of 1999, the Cape Town Convention and Aircraft Protocol of 2001, the two Montréal Conventions of 2009, the Beijing Convention and the Beijing Protocol of 2010, the Montréal Protocol of 2014 and the Protocols on the Authentic Quinquelingual Text (1995) and the Authentic Six-Language Text (1998) of the Chicago Convention, as soon as possible;

*Urges* States which have ratified the instruments in question to provide to the Secretary General copies of the text and documents they have used in the process of ratification and implementation of such instruments and which may serve as an example assisting other States in the same process; and

*Directs* the Secretary General to take all practical measures within the Organization's means in cooperation with States to provide assistance, if requested, to States encountering difficulties in the process of ratification and implementation of the air law instruments, including the organization of and the participation in workshops or seminars to further the process of ratification of the international air law instruments.

## **APPENDIX D**

### **The teaching of air law**

*The Assembly:*

*Considering* the undoubted importance for the Organization and the States of the specialized teaching of air law and the desirability of fostering knowledge of this important subject; and

*Welcoming* the introduction of ICAO courses in the field of air law with the objective to enable representatives of Civil Aviation Administrations, airports and air navigation service providers to support their organizations in the implementation of air law;

*Directs* the Council and the Secretary General to take all possible action to promote the teaching and the dissemination of knowledge of air law around the world;

*Urges* the States to adopt appropriate measures which would further the achievement of the above objective; and

*Calls upon* Contracting States and interested parties to contribute to the Assad Kotaite Graduate and Postdoctoral Fellowship Fund.

## **APPENDIX E**

### **Adoption of national legislation on certain offences committed on board aircraft (unruly and disruptive passengers)**

*The Assembly:*

*Recognizing* that, under the Preamble and Article 44 of the *Convention on International Civil Aviation*, one of the aims and objectives of the Organization is to foster the planning and development of international air transport so as to meet the needs of the peoples of the world for safe, regular, efficient and economical air transport;

*Noting* the increase of the number and gravity of reported incidents involving unruly and disruptive passengers on board aircraft;

*Considering* the implications of these incidents for the safety of the aircraft and the passengers and crew on board these aircraft;

*Mindful* of the fact that the existing international law as well as national law and regulations in many States are not fully adequate to deal effectively with this problem;

*Recognizing* the special environment of aircraft in flight and inherent risks connected therewith, as well as the need to adopt adequate measures of national law for the purpose of enabling States to prosecute criminal acts and offences constituting unruly and disruptive behaviour on board aircraft;

*Encouraging* the adoption of national legal rules enabling States to exercise jurisdiction in appropriate cases to prosecute criminal acts and offences constituting unruly and disruptive behaviour on board aircraft registered in other States;

*Noting* that States at the International Conference on Air Law held in Montréal adopted on 4 April 2014 a *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft* and that the Conference decided not to include a list of offences and other acts within the Protocol but recommended that ICAO Circular 288 – *Guidance Material on the Legal Aspects of Unruly/Disruptive Passengers* published in 2002 be updated; and

*Noting further* the publication of ICAO Doc 10117 - *Manual on the Legal Aspects of Unruly and Disruptive Passengers*, which incorporates changes consequential to the adoption of the Montréal Protocol of 2014 and contains a list of offences and acts most likely to be committed on board aircraft by unruly and disruptive passengers.

*Therefore:*

*Urges* all Contracting States to enact as soon as possible national law and regulations to deal effectively with the problem of unruly and disruptive passengers, taking into account the guidance in the ICAO *Manual on the Legal Aspects of Unruly and Disruptive Passengers* (Doc 10117) and incorporating so far as practical the provisions in the Model Legislation set out below;

*Calls on* all Contracting States to submit to their competent authorities, for consideration of prosecution or application of administrative or any other forms of legal proceedings, all persons whom they have a reasonable ground to consider as having committed any of the offences and acts set out in the national laws and regulations so enacted, and for which they have jurisdiction in accordance with these laws and regulations; and

*Encourages* States which have not yet done so to consider introducing civil and administrative sanctions to deal with less serious acts or offences relating to unruly and disruptive behaviour on board aircraft in an expeditious and effective manner.

### **Model Legislation on Certain Offences Committed on Board Aircraft**

#### **Section 1: Assault and Other Acts of Interference against a Crew Member on Board an Aircraft**

Any person who commits on board an aircraft any of the following acts thereby commits an offence:

- (1) physical assault or threat to commit such assault against a crew member;
- (2) verbal intimidation or threat against a crew member if such act interferes with the performance of the duties of the crew member or lessens the ability of the crew member to perform those duties;
- (3) refusal to follow a lawful instruction given by or on behalf of the aircraft commander for the purpose of:
  - (a) protecting the safety of the aircraft or of persons or property therein; or
  - (b) maintaining good order and discipline on board.

#### **Section 2: Assault and Other Acts Endangering Safety or Jeopardizing Good Order and Discipline on Board an Aircraft**

- (1) Any person who commits on board an aircraft an act of physical violence against a person or of sexual assault or child molestation thereby commits an offence.
- (2) Any person who commits on board an aircraft any of the following acts thereby commits an offence if such act is likely to endanger the safety of the aircraft or of any person on board or if such act jeopardizes the good order and discipline on board the aircraft:

- (a) assault, intimidation or threat, whether physical or verbal, against another person;
- (b) intentionally causing damage to, or destruction of, property;
- (c) consuming alcoholic beverages or drugs resulting in intoxication.

### **Section 3: Other Offences Committed on Board an Aircraft**

Any person who commits on board an aircraft any of the following acts thereby commits an offence:

- (1) smoking in a lavatory, or smoking elsewhere when such act is prohibited;
- (2) tampering with a smoke detector or any other safety-related device on board the aircraft;
- (3) operating a portable electronic device when such act is prohibited.

## **APPENDIX F**

### **A Practical Way Forward on Legal and Institutional Aspects of Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM) Systems**

*Whereas* the global implementation of Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM) systems, which, *inter alia*, is intended to provide safety-critical services for aircraft navigation, has made substantial progress since its inception at the 10th Air Navigation Conference in 1991 and received enthusiastic endorsement at the 11th Air Navigation Conference in 2003;

*Whereas* the existing legal framework for CNS/ATM systems, namely the Chicago Convention, its Annexes, Assembly Resolutions (especially including the Charter of GNSS Rights and Obligations), associated ICAO guidance (especially including the Statement of ICAO Policy on CNS/ATM Systems Implementation and Operation), regional navigation plans, and exchanges of letters between ICAO and the States operating satellite navigation constellations has enabled the technical implementation achieved thus far;

*Whereas* ICAO has devoted substantial resources to the study of the legal and institutional aspects of CNS/ATM systems in the ICAO Assembly, the Council, the Legal Committee, and a Panel of Legal and Technical Experts and a Study Group, building a detailed record and developing an understanding of the issues, challenges, and concerns facing the global community;

*Whereas* there is a need to also consider regional initiatives to develop measures addressing any legal or institutional issues that could inhibit the implementation of CNS/ATM in the region, while ensuring that such mechanisms will be consistent with the Chicago Convention; and

*Whereas* the 13th Air Navigation Conference in 2018 reviewed the status of existing and future technologies enabling the global air navigation system:

*The Assembly:*

1. *Recognizes* the importance of Item No. 6 of the General Work Programme of the Legal Committee “Study of international legal issues relating to global satellite systems and services supporting international air navigation services”, and resolutions or decisions by the Assembly and the Council relating to it;

2. *Reaffirms* that there is no need to amend the Chicago Convention for the implementation of CNS/ATM systems;
3. *Invites* Contracting States to also consider using regional organizations to develop mechanisms necessary to address any legal or institutional issues that could inhibit the implementation of CNS/ATM in the region, while ensuring that such mechanisms will be consistent with the Chicago Convention, and public international law;
4. *Encourages* the facilitation of technical assistance in implementation of CNS/ATM systems by ICAO, regional organizations and industry;
5. *Invites* Contracting States, other multilateral agencies and private financiers to consider development of additional sources of funding for assistance to States and regional groups in implementation of CNS/ATM;
6. *Directs* the Secretary General to monitor and, where appropriate, assist in the development of contractual frameworks to which parties may accede, *inter alia*, on the basis of the structure and model proposed by the Members of the European Civil Aviation Conference and the other regional civil aviation commissions, and on international law;
7. *Invites* the Contracting States to transmit regional initiatives to the Council; and
8. *Directs* the Council to register such regional initiatives, to consider their value and to make them public as soon as possible (in accordance with Articles 54, 55 and 83 of the Chicago Convention).

## **APPENDIX G**

### **Enhancing the capacity and effectiveness of States to implement air law treaties and update national laws and regulations**

*Recalling* the important role of law (especially air law) for the achievement by ICAO of its aims and objectives and for ICAO, Member States and the aviation industry to respond effectively to new and emerging opportunities, challenges and threats to the development of international civil aviation;

*Recognizing* that Member States must ensure that appropriate legislation and regulations are formulated to implement, and are applied in accordance with, the Chicago Convention, relevant air law instruments and ICAO provisions;

*Affirming* the important role that civil aviation legal advisers and air law practitioners play in supporting their States and Organizations to implement air law treaties, to formulate and update national laws and regulations to give effect to national policies and regulatory requirements, and to contribute to adherence to the rule of law;

*Considering* that legal advisers must continuously update and enhance their competencies, capabilities and capacities to effectively carry out their responsibilities; and

*Welcoming* the Civil Aviation Legal Advisers Forum initiative organized by ICAO and hosted by Member States, which enables legal advisers, particularly those serving in Organizations that regulate civil aviation, to share and exchange views on current issues of interest to the international aviation community and on strengthening their support for their Organizations and States:



*The Assembly:*

1. *Encourages* Member States that have not already done so to establish positions of dedicated in-house legal advisers for their civil aviation administrations;
2. *Encourages* Member States to make use of ICAO seminars and workshops, ICAO courses in the field of air law and other similar events for the continuous training and development of their legal advisers and to consider hosting from time to time such events in their States and regions;
3. *Invites* Member States to support the Civil Aviation Legal Advisers Forum initiative and to consider hosting subsequent editions of the Forum as well as encourage and facilitate their legal advisers to participate in and to contribute to the Forum;
4. *Requests* the Secretary General to assist Member States in achieving and maintaining the appropriate competency of civil aviation legal advisers including through developing a competency framework for strengthening their role; and
5. *Urges* Member States to support ICAO's work in the legal field by encouraging the active participation of their legal advisers in the work of the Legal Committee, subcommittees and task forces, panels, working groups, and similar bodies established to examine air law issues and develop legal solutions.

## **APPENDIX H**

### **Registration with ICAO of Aeronautical Agreements and Arrangements**

*Whereas* Article 83 of the Chicago Convention provides that Contracting States shall register their aeronautical agreements and arrangements with the Council;

*Whereas* the registration of aeronautical agreements and arrangements is governed by the *Rules for Registration with ICAO of Aeronautical Agreements and Arrangements* (ICAO Doc 6685) which are adopted by the Council and updated from time to time; and

*Whereas* ICAO has launched in 2020 the Website of Aeronautical Agreements and Arrangements (WAGMAR) which facilitates the self-registration by Contracting States of aeronautical agreements and arrangements:

*The Assembly:*

1. *Calls upon* Contracting States to submit to the Council for registration their aeronautical agreements and arrangements pursuant to Article 83 of the Chicago Convention; and
2. *Invites* Contracting States to make use of the WAGMAR platform for the registration of their aeronautical agreements and arrangements.

**Resolution A42-6: ICAO global planning for safety and air navigation**

*Whereas* ICAO strives to achieve the safe and orderly development of civil aviation through cooperation among Member States and other stakeholders;

*Whereas* ICAO established Strategic Goals in its 2026-2050 Strategic Plan, including goals related to safety and capacity and efficiency;

*Recognizing* the importance of global frameworks and regional and national plans to support the Strategic Goals of ICAO;

*Recognizing* the importance of effective implementation of regional and national plans and initiatives based on the global frameworks;

*Recognizing* that further progress in improving the global safety, capacity and efficiency of civil aviation is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO; and

*Noting* the approval by the Council of the 2026-2028 edition of the Global Aviation Safety Plan (GASP) and of the eighth edition of the Global Air Navigation Plan (GANP);

*The Assembly:*

1. *Endorses* the 2026-2028 edition of the Global Aviation Safety Plan (GASP) and the eighth edition of the Global Air Navigation Plan (GANP) as the global strategic directions for safety and the evolution of the air navigation system, respectively;
2. *Resolves* that ICAO shall implement and keep current the GASP and the GANP to support the relevant Strategic Goals of the Organization, while ensuring necessary stability and alignment;
3. *Resolves* that these global plans shall be implemented and kept current in close cooperation, collaboration and coordination with all concerned stakeholders;
4. *Resolves* that these global plans shall provide the frameworks in which regional, subregional and national plans will be developed and implemented, thus ensuring consistency, harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency;
5. *Urges* Member States to develop sustainable solutions to fully exercise their safety oversight and air navigation responsibilities which can be achieved by sharing resources, utilizing internal and/or external resources, such as regional and subregional organizations and the expertise of other States;
6. *Urges* Member States to demonstrate the political will necessary for taking remedial actions to address safety and air navigation deficiencies, including those identified by Universal Safety Oversight Audit Programme (USOAP), through the GASP, the GANP and the ICAO regional planning process;
7. *Urges* Member States, the industry and financing institutions to provide the needed support for the coordinated implementation of the GASP and GANP, as well as regional and national plans, avoiding duplication of efforts;

8. *Calls* upon States and invites other stakeholders to cooperate in the development and implementation of regional, subregional and national plans based on the frameworks of the GASP and GANP;
9. *Instructs* the Secretary General to promote, make available and effectively communicate the GASP and the GANP, and provide the necessary support to Member States to develop and implement national plans; and
10. *Declares* that this resolution supersedes Resolution A41-6 on ICAO global planning for safety and air navigation.

## **APPENDIX A**

### **Global Aviation Safety Plan (GASP)**

*Reaffirming* that the primary objective of the Organization continues to be the improvement of safety and an associated reduction in the number of accidents and related fatalities within the international civil aviation system, in line with the goal of zero fatalities in international aviation, as per the ICAO 2026-2050 Strategic Plan;

*Recognizing* that safety is a responsibility involving ICAO, Member States and all other stakeholders;

*Recognizing* the safety benefits that can be drawn from partnerships between States and industry;

*Noting* that a safe, resilient and sustainable aviation system contributes to the economic development of States and their industries;

*Recognizing* the need to maintain the public's confidence in air transport by providing access to relevant safety information;

*Recognizing* that a proactive approach in which a strategy is established to set goals, targets and indicators to manage organizational challenges and operational safety risks is of paramount importance to the achievement of further improvements in aviation safety;

*Recognizing* that regional aviation safety groups (RASGs) have been implemented by ICAO, taking into account the needs of the various regions and building on the already existing structures and forms of cooperation;

*Noting* the intent to apply a risk-based approach to managing safety in the GASP to enhance safety by focusing action where it is most needed;

*Noting* the development of the global aviation safety roadmap as an action plan to assist the aviation community in achieving the GASP goals, through a structured, common frame of reference for all relevant stakeholders; and

*Noting* the need to assist Member States in building upon safety oversight systems to adopt a safety management approach under their State safety programme (SSP);

*The Assembly:*

1. *Stresses* the need for continuous improvement of aviation safety through a reduction in the number of accidents and related fatalities in air transport operations, in all parts of the world;
2. *Stresses* that limited resources of the international aviation community should be used strategically to support States or regions seeking assistance to facilitate SSP implementation, including strengthening safety oversight;
3. *Urges* Member States to implement national aviation safety plans consistent with the GASP to continually reduce fatalities and the risk of fatalities;
4. *Urges* Member States, regional safety oversight organizations (RSOOs), RASGs and international organizations concerned, to work with all stakeholders to implement regional aviation safety plans consistent with the GASP to continually reduce fatalities and the risk of fatalities;
5. *Urges* States to fully exercise safety oversight of their operators in full compliance with applicable Standards and Recommended Practices (SARPs), and assure themselves that every foreign operator flying into their territory receives adequate oversight from its own State and take appropriate action when necessary to preserve safety; and
6. *Encourages* ICAO to continue the development and update of guidance material and tools to support the development and implementation of regional and national aviation safety plans.

## **APPENDIX B**

### **Global Air Navigation Plan (GANP)**

*Whereas* the enhancement of the safety, capacity and efficiency of aviation operations is a key element of the ICAO Strategic Goals;

*Having adopted* Resolution A42-9, a consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation;

*Recognizing* the importance of GANP as an operational strategy and part of the basket of measures to achieve ICAO's global aspirational goals on CO<sub>2</sub> emissions;

*Recognizing* that many States and regions are developing new air navigation plans for their own air navigation modernization and transformation;

*Recognizing* that a service-oriented architecture fosters the safe, efficient and flexible provision of air navigation services; and

*Recognizing* that sharing of best practices, lessons learned, and provision of guidance material can support States in the introduction of operational improvements in a cost-effective manner through the adoption of advanced systems without going through intermediate steps;

*The Assembly:*

1. *Instructs* the Council to use the guidance in the Global Air Navigation Plan (GANP) to develop and prioritize the technical work programme of ICAO in the field of air navigation;

2. *Calls upon* States, planning and implementation regional groups (PIRGs), and the aviation industry to utilize the guidance provided in the GANP for planning and implementation activities which establish priorities, targets and indicators consistent with globally-harmonized objectives, taking into account operational needs;
3. *Calls upon* States to take into consideration the GANP guidelines for the implementation of operational improvements as part of their national strategy to reduce the environmental impact, including CO<sub>2</sub> emissions, from international aviation;
4. *Calls upon* States, PIRGs, and the aviation industry to provide timely information to ICAO, and to each other, regarding the implementation status of the GANP, including the lessons learned from the implementation of the operational improvements outlined in the ASBU framework;
5. *Invites* PIRGs to use ICAO standardized tools or adequate regional tools to monitor and, in collaboration with ICAO, analyse the implementation status of air navigation systems;
6. *Instructs* the Council to publish the results of the analysis on the regional performance dashboards including, as a minimum, the key implementation priorities and accrued environmental benefits associated with the implementation of the operational improvements outlined in the ASBU framework;
7. *Urges* States that are developing new air navigation plans, for their own air navigation modernization, to coordinate with ICAO and align their plans within the framework of their respective PIRGs so as to ensure regional harmonization, and global compatibility and interoperability;
8. *Instructs* the Council to continue developing the GANP, including a roadmap of minimum capabilities necessary for the evolution of the air navigation system and timelines for global implementation, keeping it current with evolving and emerging technologies and operational requirements;
9. *Requests* ICAO to incorporate principles of service-oriented architecture into the GANP, so as to guide air navigation service providers in the planning and implementation of agile, globally interoperable and future-ready systems to support seamless air traffic management; and
10. *Invites* ICAO to progress in the development of guidance material related to the national air navigation plan during the upcoming revisions of the GANP and collect and share best practices, lessons learned, and benchmark results related to the implementation of operational improvements.

**Resolution A42-7: Support of the ICAO policy on radio frequency spectrum matters**

*Whereas* ICAO is the specialized agency of the United Nations responsible for the safety, regularity and efficiency of international civil aviation;

*Whereas* ICAO adopts international Standards and Recommended Practices (SARPs) for aeronautical communications systems and radio navigation aids;

*Whereas* the International Telecommunication Union (ITU) is the specialized agency of the United Nations regulating the use of the radio frequency spectrum;

*Whereas* the ICAO position, as approved by the Council, for ITU World Radiocommunication Conferences (WRCs) is the result of the coordination of international aviation requirements for radio frequency spectrum;

*Whereas* a comprehensive frequency spectrum strategy is required by aviation to support timely availability and appropriate protection of adequate spectrum;

*Whereas* a sustainable environment for growth and technology development is required to support safety and operational effectiveness for current and future operational systems and allow for the transition between present and future technologies;

*Recognizing* that the development and the implementation of the communications, navigation, and surveillance/air traffic management (CNS/ATM) systems and the safety of international civil aviation could be seriously jeopardized unless requirements for appropriate aviation safety spectrum allocations are satisfied and the continued protection of those allocations is achieved;

*Recognizing* that unresolved spectrum issues relating to aeronautical safety services have resulted in flight cancellations, degradations of air traffic management services, and interruptions of flight operations;

*Recognizing* that civil aviation seamlessly spans across international borders and operates despite national or regional differences in implementation of non-aeronautical radio services, unresolved spectrum issues relating to global aeronautical safety services may impact international flight operations.

*Recognizing* that to ensure optimal use of the frequency spectrum allocated to aviation, efficient frequency management and use of best practices are required;

*Recognizing* that support from ITU member administrations is required to ensure that the ICAO position is supported by the WRC and that aviation requirements are met;

*Considering* the urgent need to increase such support due to the growing demand for spectrum and aggressive competition from commercial telecommunications services;

*Considering* the increased level of ITU WRC preparation activities associated with the growing demand for bandwidth from all users of the radio frequency (RF) spectrum, as well as the increased importance of the development of regional positions by regional telecommunication bodies, such as APT, ASMG, ATU, CEPT, CITEL and RCC4; and

*Considering* Recommendations 7/3 and 7/6 of the Special Communications/Operations Divisional Meeting (1995) (SP COM/OPS/95), Recommendation 5/2 of the 11th Air Navigation Conference (2003), and Recommendation 1/12 of the 12th Air Navigation Conference (2012), and Recommendation 5/5 of the High-level Conference on COVID-19 (2021);

*The Assembly:*

1. *Encourages* Member States to foster an environment that enables national radio regulatory authorities to work in close coordination with civil aviation authorities, thereby ensuring that aviation interests are properly reflected in national spectrum policies and State positions in preparation for and during ITU WRCs;

2. *Urges* Member States, international organizations and other civil aviation stakeholders to support firmly the ICAO frequency spectrum strategy and the ICAO position at WRCs and in regional and other international activities conducted in preparation for WRCs, including by the following means:

- a) working together to deliver spectrum-efficient aeronautical systems as well as frequency management that meet current best practices;
- b) supporting ICAO activities relating to the aviation frequency spectrum strategy and policy through relevant expert group meetings and regional planning groups;
- c) undertaking to provide for aviation interests to be fully integrated in the development of their positions presented to regional telecommunications fora involved in the preparation of joint proposals to the WRC;
- d) including in their proposals to the WRC, to the extent possible, material consistent with the ICAO position;
- e) supporting the ICAO position and the ICAO policy statements at ITU WRCs as approved by Council and incorporated in the *Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* (Doc 9718);
- f) undertaking to provide civil aviation experts to fully participate in the development of States' and regional positions and development of aviation interests at the ITU; and
- g) ensuring, to the maximum extent possible, that their delegations to regional conferences, ITU study groups and WRCs include experts from their civil aviation authorities and other civil aviation stakeholders who are fully prepared to represent aviation interests;

3. *Urges* Member States to actively engage with their radio regulatory authorities in order to incorporate aviation interests with other national interests, especially in preparation for and during ITU WRCs;

4. *Urges* Member States to consider, as a priority, public and aviation safety when deciding how to enable new or additional services, and to consult with aviation safety regulators, subject matter experts and airspace users, to provide all necessary considerations and to establish regulatory measures to ensure that incumbent aviation systems and services are free from harmful interference;

5. *Requests* the Secretary General to bring to the attention of ITU the importance of adequate radio frequency spectrum allocation and protection for the safety of aviation;

6. *Instructs* the Council and the Secretary General, as a matter of high priority within the budget adopted by the Assembly, to ensure that the resources necessary to support the development and implementation of a comprehensive aviation frequency spectrum strategy, as well as increased participation by ICAO in international and regional spectrum management activities are made available; and

7. *Declares* that this resolution supersedes Resolution A41-7.

**Resolution A42-8: Consolidated statement of continuing ICAO policies and practices related to a global air traffic management (ATM) system and communications, navigation, and surveillance/air traffic management (CNS/ATM) systems**

*Whereas* it is considered desirable to consolidate Assembly resolutions on the Organization's policies and practices related to CNS/ATM in order to facilitate their implementation and practical application by making their text more readily available *and* logically organized;

*The Assembly:*

1. *Resolves* that the Appendices attached to this resolution constitute the consolidated statement of continuing ICAO policies and practices related to CNS/ATM, as these policies exist at the close of the 42nd Session of the Assembly;
2. *Resolves* to continue to adopt, at each ordinary session of the Assembly for which a Technical Commission is established, a consolidated statement of continuing ICAO policies and practices related to CNS/ATM; and
3. *Declares* that this resolution supersedes Resolution A41-8.

**APPENDIX A**

**General policy**

*Whereas* ICAO is the only international organization in a position to effectively coordinate global CNS/ATM activities;

*Whereas* the ICAO CNS/ATM systems should be utilized to serve the interests and the objectives of civil aviation throughout the world;

*Whereas* Contracting States should have equal rights to benefit from global systems incorporated within the ICAO CNS/ATM systems; and

*Considering* the Statement of ICAO Policy on CNS/ATM Systems Implementation and Operation developed and adopted by the ICAO Council on 9 March 1994;

*The Assembly:*

1. *Resolves* that nothing should deprive a Contracting State from its right to benefit from the ICAO CNS/ATM systems or cause discrimination between provider and user States;
2. *Resolves* that States' sovereignty and borders should not be affected by the ICAO CNS/ATM systems implementation;
3. *Urges* that provisions and guidance material relating to all aspects of the ICAO CNS/ATM systems should be sought and developed through the convening of adequate meetings, conferences, panels and workshops with the participation of Contracting States; and



4. *Urges* that the proposed provisions covering all aspects of the ICAO CNS/ATM systems be presented to all Contracting States well in advance to give them enough opportunity to prepare themselves as far as practicable.

## **APPENDIX B**

### **Harmonization of the implementation of the ICAO CNS/ATM systems**

*Considering* the international character of civil aviation and the regional interactions of air navigation services;

*Considering* Recommendations 4/5, 6/2, 7/1, 8/4 and 8/5 of the 10th Air Navigation Conference, Recommendations 4/4 and 4/5 of the third meeting of the Special Committee for the Monitoring and Coordination of Development and Transition Planning for the Future Air Navigation System (FANS Phase II), Recommendation 4/4 of the fourth meeting of the FANS (Phase II) Committee, and Recommendations 1/1, 1/5, 1/13, 2/8, 4/1, 6/9, 6/13 and 7/3 of the 11th Air Navigation Conference;

*Considering* that these recommendations have been noted or approved by the Council of ICAO, which has instructed the Secretary General of ICAO to take all appropriate measures;

*Recognizing* the role which regions must play in the planning and implementation of the ICAO CNS/ATM systems;

*Conscious* of the delay which certain regions could experience in the transition to these systems;

*Noting* with satisfaction the trials and demonstrations programmes and the progress being achieved by all regions with regard to the implementation of advanced ATM systems;

*Believing* that the contribution of all regions would guarantee a better evaluation of the trials and would favour the evolution of the ICAO CNS/ATM systems in order to ensure that the systems become interoperable and contribute to a global, seamless ATM system that allows adaptation to efficiently meet regional and local needs;

*Noting* that economic and institutional issues, in particular cost-benefit analyses, facility financing, cost recovery and cooperative aspects, need to be addressed by States individually and/or collectively; and

*Noting* that for an early realization of benefits to users and for globally coordinated and harmonious CNS/ATM systems in support of a global ATM system implementation, certain States will require technical and financial assistance and recognizing the statement concerning the central role ICAO shall play in coordinating technical cooperation arrangements as well as in facilitating the provision of assistance to States with regard to the technical, financial, managerial, legal and cooperative aspects of implementation;

*The Assembly:*

1. *Calls upon* States, PIRGs and the aviation industry to use the ICAO Global ATM Operational Concept as the common framework to guide planning and implementation of CNS/ATM systems and to focus all such development work on the Global ATM Operational Concept;
2. *Calls upon* States and regional safety oversight organizations (RSOOs) to establish a framework for joint planning and cooperation at the subregional level for joint development of CNS/ATM systems;

3. *Urges* the Council to ensure that ICAO develop the transition strategies, ATM requirements and SARPs necessary to support the implementation of a global ATM system;
4. *Urges* the Council to continue considering without delay the economic, institutional, legal and strategic aspects related to the implementation of the ICAO CNS/ATM systems;
5. *Urges* the Council to take the steps necessary to ensure that the future global ATM system is performance-based and that the performance objectives and targets for the future system are developed in a timely manner;
6. *Calls upon* States, in a position to do so, and invites international organizations concerned, users and service providers to:
  - a) spare no effort in cooperating in and facilitating the execution of the research, development, trials and demonstrations (RDT&D) programme in close cooperation with States with limited resources; and
  - b) validate the concept components identified in the Global ATM Operational Concept;
7. *Requests* the Council, as a matter of high priority within the budget adopted by the Assembly, to ensure that adequate resources are made available to the ICAO Regional Offices, particularly those which are accredited to the developing States, taking into account the increased support they will be called upon to provide to the regional planning and implementation groups, which are the main bodies for the regional planning of the transition to the ICAO CNS/ATM systems; and
8. *Further requests* the Council to continue to urge States, international organizations and financial institutions to mobilize resources in order to assist States requiring technical cooperation in the planning and implementation of the ICAO CNS/ATM systems.

## **APPENDIX C**

### **Ensuring the resilience of ICAO CNS/ATM systems and services**

*Whereas* the CNS/ATM systems are evolving and so are the associated CNS interdependencies, threats and vulnerabilities;

*Whereas* the occurrences of interferences against satellite-based CNS systems and global navigation satellite system (GNSS), in particular, have significantly increased;

*Whereas* CNS resiliency to interference needs to be addressed at a global level with a holistic approach, ensuring an efficient and coordinated evolution between the infrastructure architecture, improved technological capabilities, civil and military operational procedures, radio regulatory authorities and civil-military coordination;

*Recognizing* that resiliency to interference needs to be improved by maximizing the integration of all suitable ground infrastructure, space infrastructure and airborne components in a complementary and cooperative manner, to be as robust as possible to cases of satellite-based service disruption or environments where false or deceptive signals are present;

*Recognizing* that both the aircraft on-board and ground infrastructure complementing the satellite-based CNS systems need to be adapted to include, where appropriate, interference detection, mitigation and reporting functions to support the resolution of operationally encountered performance anomalies;

*Believing* that, combined with the use of the appropriate legal framework, such capabilities and measures will allow for the relevant authorities to act upon harmful interferences caused by the illegal operation of transmitters and avoid the proliferation and the use of such illegal transmitters and the misuse of test and maintenance equipment;

*Believing* that, with appropriate coordination and application of best practices, military and State authorities can conduct GNSS-related testing and other interventions using radio equipment as necessary and without causing an undue impact on civil aviation;

*Believing* that civil-military coordination should facilitate the sharing of relevant information with airspace users, especially when flying in the vicinity of a conflict zone; and

*Acknowledging* that loss of crew's situational awareness from malicious origin is classified as a cybersecurity threat and cannot be tolerated in civil aviation; and that intentionally sending misleading signals to replace the accurate signal is a far more serious threat to flight safety than the loss of this signal.

*The Assembly:*

1. *Encourages* States to transition towards optimized, secure CNS systems based on complementary integration of suitable and independent aircraft capabilities, satellite- and ground-based infrastructure which maximize resiliency and robustness to any type of interference;
2. *Encourages* standardization bodies and industry to develop appropriate interference detection, mitigation and reporting capabilities for the aircraft on-board, satellite- and ground-based CNS system components, in order to ensure higher CNS resiliency, continuity of operations and prevent any cascading effects from the use of compromised position, velocity or time data;
3. *Encourages* States to ensure that resilient terrestrial CNS capabilities remain available to ensure safe operations and complement aircraft-level integration of position, navigation and time (PNT) with independent surveillance information supporting resilient and safe operations;
4. *Invites* ICAO to develop high-level principles on how to integrate CNS ground, space and on-board systems and capabilities and evolve PNT solutions to obtain more resilient positioning and timing services;
5. *Encourages* standardization bodies and industry to collaborate with ICAO in advancing PNT solutions that align with ICAO initiatives;
6. *Invites* ICAO to establish a comprehensive review framework to enhance the CNS/ATM resilience;
7. *Urges* States to apply necessary measures to avoid the commercialization/proliferation, purchase, possession and the use of illegal transmitters such as jammers and the misuse of test and maintenance equipment which may impact CNS systems;
8. *Urges* States to ensure close collaboration between aviation authorities, military authorities, service providers, radio regulatory and spectrum enforcement authorities to put in place any special measures required to ensure that the spectrum used by all CNS systems, and GNSS in particular, is free from harmful interference;

9. *Urges* States to refrain from any form of jamming, or spoofing affecting civil aviation;
10. *Urges* States to coordinate and notify to the maximum extent possible in advance with the air navigation services provider (ANSP) responsible for the affected airspace in case of military or other State-authorized security or defence-related operations or training, potentially causing any form of jamming, or spoofing affecting civil aviation; and
11. *Urges* States and operators, when assessing the interference risks associated with conflict zones, to consider that the use of satellite-based CNS systems can potentially be impacted beyond those zones.

**Resolution A42-9: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation**

*Whereas* in Resolution A15-9 the Assembly resolved to adopt in each session for which a Technical Commission is established, a consolidated statement of continuing policies related specifically to air navigation, up to date as at the end of that session;

*Whereas* a statement of continuing policies and associated practices related specifically to air navigation as they existed at the end of the 40th Session of the Assembly was adopted by the Assembly in Resolution A40-4, Appendices A to O inclusive;

*Whereas* the Assembly has reviewed proposals by the Council for the amendment of the statement of continuing policies and associated practices in Resolution A40-4, Appendices A to O inclusive, and has amended the statement to reflect the decisions taken during the 42nd Session;

*Whereas* a policy or associated practice that requires continued application for a period of more than three years should be regarded as a continuing policy or associated practice; and

*Whereas* material which is contained in regulatory or readily available authoritative ICAO documents, such as Annexes, global plans, rules of procedures and directives to air navigation meetings should normally be excluded from the consolidated statements, including, in particular, the associated practices;

*The Assembly:*

1. *Resolves* that:
  - a) the appendices attached to this resolution constitute the consolidated statement of continuing air navigation policies and associated practices of ICAO as they exist at the close of the 42nd Session of the Assembly; and
  - b) the practices associated with the individual policies in the appendices constitute guidance intended to facilitate and ensure implementation of the respective policies.
2. *Requests* the Council to keep the consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation under review and advise the Assembly when changes are required to the statement; and
3. *Declares* that this resolution supersedes Resolution A40-4 with its appendices and Resolution A15-9.

## **APPENDIX A**

### **Air navigation meetings of worldwide scope**

*Whereas* the holding of worldwide air navigation meetings is an important function of ICAO and entails substantial expenditures of effort and money by the Member States and ICAO; and

*Whereas* it is necessary to ensure that maximum benefit is obtained from these meetings without imposing any undue burden upon the Member States or ICAO;

*The Assembly resolves that:*

1. meetings, convened by the Council, in which all Member States may participate on an equal basis shall be the principal means of progressing the resolution of problems of worldwide import, including the development of amendments to the Annexes, Global Plans and other basic documents in the air navigation field;
2. such meetings shall be convened only when justified by the number and importance of the problems to be dealt with and when there is the likelihood of constructive action on them; meetings convened on this basis may also be requested to conduct exploratory discussions on matters not mature for definite action;
3. the organization of such meetings shall be arranged so that they are best suited to carry out the assigned task and to provide proper coordination among the technical specialities involved; and
4. unless necessitated by extraordinary circumstances, not more than two such meetings shall be convened in a calendar year, and successive meetings dealing extensively with the same technical specialty shall be separated by at least twelve months.

### **Associated practices**

1. Before deciding to refer a matter to a worldwide meeting, the Council should consider whether correspondence with States or use of machinery such as panels or air navigation study groups could dispose of it or facilitate subsequent action on it by a future meeting.
2. The agenda should be sufficiently explicit to define the task to be performed and to indicate the types of specialized expertise that will be needed at the meeting. In an agenda including more than one technical specialty the types of expertise called for should be kept to the minimum compatible with efficiency.
3. To facilitate the participation of all Member States, the Council should so plan the meeting programme as to keep to the minimum, consistent with efficiency, the demands upon the time of States' technical officials.
4. The planned duration of a meeting should allow adequate time for completion of the agenda, study of the report as drafted in the working languages of the meeting and approval of the report. Following the meeting, the Secretariat should make any necessary minor editorial amendments and typographical corrections to the meeting report.

5. The approved agenda and the main supporting documentation should be dispatched, normally by air, not less than ten months in advance of the convening date in the case of the agenda and not less than three months in the case of the main supporting documentation; other documentation should be dispatched as soon as possible.

## **APPENDIX B**

### **Panels of the Air Navigation Commission (ANC)**

*Whereas* panels of the Air Navigation Commission have proved a valuable medium for advancing the solution of specialized technical problems; and

*Whereas* it is necessary to ensure that maximum benefit is obtained from Air Navigation Commission panels without imposing any undue burden upon the Member States or ICAO;

*The Assembly resolves that:*

1. the Air Navigation Commission shall establish panels if necessary to advance the solution of specialized technical problems which cannot be solved adequately or expeditiously by the Air Navigation Commission through other established facilities;
2. the Air Navigation Commission shall ensure that the terms of reference and the work programmes of panels shall support the ICAO Strategic Objectives, be clear and concise with timelines and shall be adhered to;
3. the Air Navigation Commission shall review periodically the progress of panels and shall terminate panels as soon as the activities assigned to them have been accomplished. A panel shall be allowed to continue in existence only if its continuation is considered justified by the Air Navigation Commission; and
4. panel activity shall support a performance-based approach to SARPs development to the extent possible.

### **Associated practice**

Reports should be clearly presented as the advice of a group of experts to the Air Navigation Commission so that they cannot be construed as representing the views of Member States.

## **APPENDIX C**

### **Certificates of airworthiness, certificates of competency and licences of flight crews**

*Whereas* Article 33 of the Convention does not explicitly define the purposes for which recognition is to be accorded to certificates and licences;

*Whereas* several interpretations exist as to whether or not there is any obligation on Member States to recognize certificates and licences issued or rendered valid by other Member States pending the coming into force of SARPs applicable to the aircraft or flight crew involved; and

*Whereas* with respect to certain categories of aircraft or flight crew licences, it may be many years before SARPs come into force or it may be found most practicable not to adopt SARPs for some categories or flight crew licences;

*The Assembly resolves that:*

1. certificates of airworthiness and certificates of competency and licences of the flight crew of an aircraft issued or rendered valid by the Member State in which the aircraft is registered shall be recognized as valid by other Member States for the purpose of flight over their territories, including landings and take-offs, subject to the provisions of Articles 32 (b) and 33 of the Convention; and
2. pending the coming into force of international Standards respecting particular categories of aircraft or flight crew, and certificates issued or rendered valid, under national regulations, by the Member State in which the aircraft is registered shall be recognized by other Member States for the purpose of flight over their territories, including landings and take-offs.

## **APPENDIX D**

### **Qualified and Competent Aviation Personnel**

*Whereas* the satisfactory implementation of SARPs and PANS is contingent upon having qualified and competent personnel;

*Whereas* difficulties are being experienced by Member States in these matters due to a lack of qualified personnel to support the existing and future air transportation system;

*Whereas* special effort is required to support Member States in meeting their human resource needs; and

*Whereas* learning activities conducted by ICAO are an effective means of promoting a common understanding and the uniform application of SARPs and PANS;

*The Assembly resolves that:*

1. ICAO shall assist Member States in achieving and maintaining competency of aviation personnel through the ICAO Aviation Training Programme;
2. the ICAO Aviation Training Programme shall be governed by the following principles:
  - a) qualification of aviation professionals is the responsibility of Member States;
  - b) the highest priority is placed on learning activities that support the implementation of SARPs;
  - c) cooperation with Member States and industry is essential to develop and implement learning activities to support the implementation of SARPs; and
  - d) priority shall be placed on cultivating the next generation of aviation professionals.
3. ICAO advises operators of training facilities but does not participate in the operation of such facilities; and

4. Member States assist each other to optimize access to learning activities for their aviation professionals.

### **Associated practices**

1. The Council should assist Member States to harmonize aviation professionals' levels of competency. These efforts should be based on:
  - a) data analysis to determine priorities and needs;
  - b) identified training needs for the implementation of ICAO provisions; and
  - c) a competency-based approach.

## **APPENDIX E**

### **Formulation and Implementation of Regional Plans including Regional Supplementary Procedures**

*Whereas* the Council establishes Regional Plans setting forth the facilities, services and Regional Supplementary Procedures to be provided or employed by Member States pursuant to Article 28 of the Convention;

*Whereas* the Regional Plans require amendment from time to time to reflect the changing needs of international civil aviation;

*Whereas* ICAO has established an approach to planning of facilities and services that centres on the Global ATM Operational Concept and the Global Air Navigation Plan; and

*Whereas* any serious deficiencies in the implementation of Regional Plans may affect the safety, regularity and efficiency of international air operations and, therefore, should be eliminated as quickly as practicable;

*The Assembly resolves that:*

1. Regional Plans shall be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation;
2. when the nature of a required change permits, the associated amendment of the Regional Plan shall be undertaken by correspondence between ICAO and Member States and International Organizations concerned; and
3. when amendment proposals are associated with the services and facilities provided by States and such amendment proposals:
  - a) do not represent changes to the requirements set by the Council in the Regional Plans;
  - b) do not conflict with established ICAO policy; and
  - c) do not involve issues which cannot be resolved at the regional level;

the Council may delegate authority for processing and promulgating such amendments to the regional level.



4. Regional air navigation (RAN) meetings, although important instruments in the determination of the facilities and services, shall be convened only to address issues which cannot be adequately addressed through the planning and implementation regional groups (PIRGs);
5. priority shall be given in the implementation programmes of Member States to the provision and continuing operation of those facilities and services, the lack of which would likely have an adverse effect on international air operations;
6. the identification and investigation of and action by ICAO on significant deficiencies in the implementation of Regional Plans shall be carried out in the minimum practicable time; and
7. Planning and implementation regional groups (PIRGs), using a project management approach, shall identify problems and shortcomings in Regional Plans and in the implementation thereof, along with suggested remedial measures.

### **Associated practices**

1. The Council should ensure that the structure and format of Regional Plans is aligned with the Global Air Navigation Plan and is in support of a performance-based approach to planning.
2. In assessing the urgency of any revision of the Regional Plans, the Council should take into account the time needed by Member States to arrange for the provision of any necessary additional facilities and services.
3. The Council should ensure that implementation dates in Regional Plans involving the procurement of new types of equipment are realistically related to the ready availability of suitable equipment.
4. The Council should ensure that web-based regional plans are developed, with supporting planning tools, in order to improve efficiency and expedite the amendment cycle.
5. The Council should use the planning and implementation regional groups (PIRGs) it has established throughout the regions to assist in keeping up to date the Regional Plans and any complementary documents.

## **APPENDIX F**

### **Regional air navigation (RAN) meetings**

*Whereas* RAN meetings are important instruments in the determination of the facilities and services the Member States are expected to provide pursuant to Article 28 of the Convention;

*Whereas* these meetings entail substantial expenditures of effort and money by Member States and ICAO;

*Whereas* it is necessary to ensure that maximum benefit is obtained from these meetings without imposing any undue burden on Member States or ICAO; and

*Considering* that regional air navigation planning is normally accomplished by planning and implementation regional groups (PIRGs);

*The Assembly resolves that:*

1. RAN meetings shall be convened only to address issues which cannot be adequately addressed through PIRGs;

2. the convening of such meetings and their agendas shall be based on the existence or expectation of specific shortcomings in the Regional Plans of the respective areas;
3. the geographical area to be considered, account being taken of the existing and planned international air transport and international general aviation operations, the technical fields to be dealt with and the languages to be used shall be decided for each such meeting;
4. the organization best suited to deal with the agenda and to ensure effective coordination among the components of the meeting shall be used for each such meeting; and
5. meetings of limited technical and/or geographical scope shall be convened when specific problems, particularly those requiring urgent solution, need to be dealt with or when convening them will reduce the frequency with which full scale RAN meetings must be held.

### **Associated practices**

1. The Council should endeavour to hold RAN meetings at sites within the areas concerned and should encourage the Member States within those areas to serve as host, either individually or jointly.
2. The approved agenda and the main supporting documentation should be made available, by electronic means, not less than ten months in advance of the convening date in the case of the agenda and not less than three months in the case of the main supporting documentation.
3. The Council should ensure that adequate guidance is made available to RAN meetings on operational and technical matters relevant to their agenda.
4. Each participating Member State should inform itself, in advance of a meeting, on the plans of its air transport operators and its international general aviation for future operations and, similarly, on the expected traffic by other aircraft on its registry and on the overall requirements of these various categories of aviation for facilities and services.
5. The Council, taking into account the requirement to improve still further existing safety levels, should foster the establishment, for and by RAN meetings, of up-to-date planning criteria which would aim to ensure that Regional Plans satisfy the operational requirements and are economically justified.
6. The Council should develop and maintain specific and detailed directives for consideration of implementation matters at RAN meetings.

## **APPENDIX G**

### **Delimitation of air traffic services (ATS) airspace**

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

*Whereas* Annex 11 to the Convention also makes provision for a Member State to delegate its responsibility for providing air traffic services over its territory to another State by mutual agreement;

*Whereas* cooperative efforts between Member States could lead to more efficient air traffic management;

*Whereas* both the delegating and the providing State can reserve the right to terminate any such agreement at any time; and

*Whereas* Annex 11 to the Convention prescribes that those portions of the airspace over the high seas where air traffic services will be provided shall be determined on the basis of regional air navigation agreements, which are agreements approved by the Council usually on the advice of regional air navigation meetings;

*The Assembly resolves*, with reference to regional air navigation plans, that:

1. the limits of ATS airspaces, whether over States' territories or over the high seas, shall be established on the basis of technical and operational considerations with the aim of ensuring safety and optimizing efficiency and economy for both providers and users of the services;
2. established ATS airspaces should not be segmented for reasons other than technical, operational, safety and efficiency considerations;
3. if any ATS airspaces need to extend over the territories of two or more States, or parts thereof, agreement thereon should be negotiated between the States concerned, taking into account the need for cost-effective introduction and operation of CNS/ATM systems, and more efficient airspace management, in particular, in the upper airspace;
4. the providing State in implementing air traffic services within airspace over the territory of the delegating State shall do so in accordance with the requirements of the delegating State, which shall establish and maintain in operation such facilities and services for the use of the providing State as are mutually agreed to be necessary;
5. any delegation of responsibility by one State to another or any assignment of responsibility over the high seas shall be limited to technical and operational functions pertaining to the safety and regularity of the air traffic operating in the airspace concerned;

and, furthermore, *declares* that:

6. any Member State which delegates to another State the responsibility for providing air traffic services within airspace over its territory does so without derogation of its sovereignty; and
7. the approval by the Council of regional air navigation agreements relating to the provision by a State of air traffic services within airspace over the high seas does not imply recognition of sovereignty of that State over the airspace concerned.

### **Associated practices**

1. Member States should seek the most efficient and economic delineation of ATS airspaces, the optimum location of points for transfer of responsibility and the most efficient coordination procedures in cooperation with the other States concerned and with ICAO.
2. Member States should consider, as necessary, establishing jointly a single air traffic services provider to be responsible for the provision of air traffic services within ATS airspace extending over the territories of two or more States or over the high seas.
3. The Council should encourage States providing air traffic services over the high seas to enter, as far as is practicable, into agreements with appropriate States providing air traffic services in adjacent airspaces, so that, in the event the required air traffic services over the high seas cannot be provided, contingency plans, which may require temporary modifications of ATS airspace limits, will be available to be put into effect with the approval of the ICAO Council until the original services are restored.

## APPENDIX H

### Provision of search and rescue services

*Whereas* in accordance with Article 25 of the Convention each Member State undertakes to provide such measures of assistance to aircraft in distress in its territory as it may find practicable and to collaborate in coordinated measures which may be recommended from time to time pursuant to the Convention;

*Whereas* Annex 12 to the Convention contains specifications relating to the establishment and provision of search and rescue services within the territories of Member States as well as within areas over the high seas;

*Whereas* Annex 12 to the Convention specifies that those portions of the high seas where search and rescue services will be provided shall be determined on the basis of regional air navigation agreements, which are agreements approved by the Council usually on the advice of regional air navigation meetings;

*Whereas* Annex 12 to the Convention recommends that search and rescue regions should, insofar as practicable, be coincident with corresponding flight information regions and, with respect to those areas over the high seas, maritime search and rescue regions;

*Whereas* Article 69 of the Convention specifies that, if the Council is of the opinion that the air navigation services of a Member State are not reasonably adequate for the safe operation of international air services, present or contemplated, the Council shall consult with the State directly concerned, and other States affected, with a view to finding means by which the situation may be remedied, and may make recommendations for that purpose; and

*Whereas* the air navigation services referred to in Article 69 of the Convention include, inter alia, search and rescue services;

*The Assembly resolves that:*

1. search and rescue regions, whether over States' territories or, in accordance with regional air navigation agreement, over an area greater than a State's sovereign airspace or over the high seas, shall be delimited on the basis of technical and operational considerations, including the desirability of coincident flight information regions, search and rescue regions, and, with respect to areas over the high seas, maritime search and rescue regions, with the aim of ensuring safety, and optimizing efficiency with the least overall cost;
2. States shall ensure the closest practicable cooperation between maritime and aeronautical search and rescue services where they serve the same area and, where practical, establish joint rescue coordination centres to coordinate aeronautical and maritime search and rescue operations;
3. if any search and rescue regions need to extend over the territories of two or more States, or parts thereof, agreement thereon should be negotiated between the States concerned;
4. the providing State in implementing search and rescue services over the territory of the delegating State shall do so in accordance with the requirements of the delegating State, which shall establish and maintain in operation such facilities and services for the use of the providing State as are mutually agreed to be necessary;
5. any delegation of responsibility by one State to another or any assignment of responsibility over the high seas shall be limited to technical and operational functions pertaining to the provision of search and rescue services in the area concerned;
6. remedies to any inadequacies in the provision of efficient search and rescue services, including over the high seas, should be sought through negotiations with States which may be able to give operational or financial assistance in search and rescue operations, with a view to concluding agreements to that effect;

and, furthermore, *declares* that:

7. any Member State which delegates to another State the responsibility for providing search and rescue services within its territory does so without derogation of its sovereignty; and
8. the approval by Council of regional air navigation agreements relating to the provision by a State of search and rescue services within areas over the high seas does not imply recognition of sovereignty of that State over the area concerned.

### **Associated practices**

1. Member States should, in cooperation with other States and ICAO, seek the most efficient delineation of search and rescue regions and consider, as necessary, pooling available resources or establishing jointly a single search and rescue organization to be responsible for the provision of search and rescue services within areas extending over the territories of two or more States or over the high seas.
2. The Council should encourage States whose air coverage of the search and rescue regions for which they are responsible cannot be ensured because of a lack of adequate facilities, to request assistance from other States to remedy the situation and to negotiate agreements with appropriate States regarding the assistance to be provided during search and rescue operations.

## **APPENDIX I**

### **Coordination and cooperation of civil and military air traffic**

*Whereas* the airspace is a resource common to both civil and military aviation, and given that many air navigation facilities and services are provided and used by both civil and military aviation;

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

*Whereas* Article 3 a) of the Convention states that “This Convention shall be applicable only to civil aircraft, and shall not be applicable to state aircraft” and Article 3 d) requires that “contracting States undertake, when issuing regulations for their state aircraft, that they will have due regard for the safety of navigation of civil aircraft”;

*Recognizing* that growing civil air traffic and mission-oriented military air traffic would benefit greatly from a more flexible use of airspace used for military purposes and that satisfactory solutions to the problem of cooperative access to airspace have not evolved in all areas;

*Whereas* the flexible use of airspace by both civil and military air traffic may be regarded as the ultimate goal, improvement in civil-military coordination and cooperation offers an immediate approach towards more effective airspace management;

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

*Whereas* the application of reduced vertical separation minimum (RVSM) provides many benefits including additional airspace capacity, cost savings and reduced environmental impacts, it is predicated upon stringent aircraft height-keeping performance requirements, which can be impaired by even minor airframe modifications;

*The Assembly resolves that:*

1. the common use by civil and military aviation of airspace and of certain facilities and services shall be arranged so as to ensure the safety, regularity and efficiency of civil aviation as well as to ensure the requirements of military air traffic are met;
2. the regulations and procedures established by Member States to govern the operation of their State aircraft over the high seas shall ensure that these operations do not compromise the safety, regularity and efficiency of international civil air traffic and that, to the extent practicable, these operations comply with the rules of the air in Annex 2;
3. the Secretary General shall provide guidance on best practices for civil-military coordination and cooperation;
4. Member States may include, when appropriate, representatives of military authorities in their delegations to ICAO meetings; and
5. ICAO serves as an international forum that plays a role in facilitating improved civil-military cooperation, collaboration and the sharing of best practices, and to provide the necessary follow-up activities that build on the success of the Global Air Traffic Management Forum on Civil/Military Cooperation (2009) with the support of civil-military partners.

#### **Associated practices**

1. Member States should as necessary initiate or improve the coordination and cooperation between their civil and military air traffic services to implement the policy in Resolving Clause 1 above.
2. When establishing the regulations and procedures mentioned in Resolving Clause 2, the State concerned should coordinate the matter with all States responsible for the provision of air traffic services over the high seas in the area in question.
3. Member States should review existing practices to ensure that approval of State aircraft to operate in airspace where reduced vertical separation minimum (RVSM) is applicable is conducted either in compliance with, or in a manner equivalent to, associated height-keeping performance requirements and account for any subsequent airframe modifications. Furthermore, to the maximum extent practicable, Member States should facilitate the participation of applicable State aircraft in technical height-monitoring programmes to ensure continued compliance with such performance requirements, so as to implement the policy mentioned in Resolving Clauses 1 and 2 above.
4. The Council should ensure that the matter of civil and military coordination and cooperation in the use of airspace is included, when appropriate, in the agenda of divisional and regional meetings, in accordance with Resolving Clauses 3, 4 and 5 above.

## **APPENDIX J**

### **The provision of adequate aerodromes**

*Whereas* major improvements to the physical characteristics of aerodromes are required at many locations;

*Whereas* in certain cases these improvements will involve considerable outlay and it would be inadvisable to plan such work without taking into account future developments;

*Whereas* States and aerodrome authorities will continue to need to know the general trends in aerodrome requirements which succeeding generations of aircraft will most likely produce;

*Whereas* many serious problems can be avoided if the operating requirements of new aircraft are such as to permit them to operate economically without further demands on the physical characteristics of aerodromes;

*Whereas* the operation of aerodromes has many advantages, environmental considerations have imposed limitations upon the operation of aircraft at some locations. In view of the capacity problems currently experienced globally, account should be taken of the introduction into service of newer quieter aircraft;

*Whereas* there is a growing trend for aerodromes to be operated by autonomous entities, the obligation of States to ensure safe aerodrome facilities and services remains unaffected; and

*Whereas* aerodrome certification is an essential means to ensure aerodrome safety and enhance efficiency, and that the results of the ICAO Universal Safety Oversight Audit Programme (USOAP) audits suggest that the level of implementation of aerodrome certification, including safety management systems (SMS), is not yet optimal;

*The Assembly resolves that:*

1. the technical requirements for aerodromes shall be kept under review by ICAO;
2. there is a need for future generations of aircraft to be designed so that they are capable of being operated efficiently, and with the least possible environmental disturbance, from aerodromes used for the operation of present-day aircraft;
3. States should take necessary measures, including the allocation of adequate resources, to improve the level of implementation of aerodrome certification, including SMS at aerodromes; and
4. States should place greater emphasis on the management of aerodrome operations, with runway safety given a high priority.

### **Associated practices**

1. In light of the results of the continuing review mentioned in Resolving Clause 1 above, the Council, taking into account the requirement to improve still further existing safety levels and efficiency, should:

- a) develop additional guidance material on future developments;
- b) develop procedures for the management of aerodrome operations; and

- c) keep Member States informed of developments.
2. The Council should continue to draw the attention of aircraft manufacturers and operators to the policy expressed in Resolving Clause 2.

## **APPENDIX K**

### **Adequate conditions of employment for aviation ground personnel**

*Whereas* conditions of employment that do not correspond to the qualifications and responsibilities of aviation ground services personnel constitute a major cause of difficulty in recruiting suitably qualified personnel and retaining them after completion of the training; and

*Whereas* this difficulty is impeding the satisfactory implementation of Regional Plans, SARPs and PANS;

*The Assembly resolves* that States should take the necessary steps to ensure that conditions of employment for personnel in the aviation ground services should be commensurate with the qualifications required and the responsibility carried by them.

## **APPENDIX L**

### **Participation by States in the technical work of ICAO**

*Whereas* the technical contributions of Member States are essential to attain satisfactory progress in the technical work of ICAO;

*Whereas* difficulties are from time to time experienced in obtaining prompt and adequate contributions from Member States to the technical work of ICAO; and

*Whereas* it is necessary to ensure that maximum benefit is obtained from this participation without imposing an undue burden on Member States and ICAO;

*The Assembly resolves* that there is a need for effective technical contributions from Member States to the technical work of ICAO.

### **Associated practices**

1. The Council should encourage effective participation by Member States in the technical work of ICAO, paying due regard to the need to minimize the cost to ICAO and Member States of such participation.
2. Insofar as each may find it practicable, Member States should:
  - a) assist, by correspondence, in advancing ICAO technical projects;
  - b) attend ICAO meetings and participate actively in pre-meeting preparations, particularly by presenting advance documentation containing either specific proposals relative to items of the agenda or their views on documentation submitted to them;



- c) participate in ICAO panel activities and ensure that their nominees are suitably qualified and are able to contribute effectively to the panel work;
- d) undertake specialized studies as requested by ICAO; and
- e) assist ICAO in its technical work through any other means the Council may devise.

## **APPENDIX M**

### **The Headquarters' and Regional Offices' technical Secretariat**

*Whereas* there is a continuing need to provide effective assistance to Member States in the implementation of Regional Plans, SARPs, PANS and SUPPs;

*Whereas* it is important that the technical Secretariat of Headquarters and the Regional Offices is effectively used to provide assistance to Member States in their implementation problems; and

*Whereas* it is important that, for the proper execution of their tasks, the members of the technical Secretariat of Headquarters and the Regional Offices are enabled to maintain their technical proficiency and are kept adequately informed of the latest developments in their particular fields;

*The Assembly resolves that:*

1. the resources of the Headquarters' and Regional Offices' technical Secretariat shall be effectively deployed to provide optimum assistance to Member States with their problems relating to continuous monitoring activities, the implementation of Regional Plans, SARPs, PANS and SUPPs; and
2. the members of the Headquarters' and Regional Offices' technical Secretariat shall be enabled to maintain their technical proficiency and to keep adequately informed on the latest technical developments.

### **Associated practices**

1. The members of the Headquarters' and Regional Offices' technical Secretariat should be enabled to carry out frequent visits of adequate duration when such visits are necessary or are requested by Member States to assist them with their implementation problems.
2. To the maximum practicable extent, temporary assignment of specialized personnel from one Regional Office to another and from Headquarters to the Regional Offices should take place when temporary reinforcement in the Regional Offices is required.
3. The members of the Headquarters' and Regional Offices' technical Secretariat should be enabled to keep adequately up to date in their particular fields by, inter alia, attendance at selected technical meetings, visits to research and development organizations, witnessing trial applications, and evaluation of new equipment and techniques. However, such visits should not be allowed to take priority over the primary function of the Secretariat to serve ICAO and its several deliberative bodies. Furthermore, the travelling on such visits should be integrated as far as possible with travel necessary for the performance of other ICAO duties.

## APPENDIX N

### Cooperation among Member States in investigations of aircraft accidents

*Whereas* it is incumbent on the State in which an accident occurs to institute an inquiry into the circumstances of the accident in conformity with Article 26 of the Convention;

*Whereas* owing to the growing sophistication and complexity of modern aircraft, the conduct of an accident investigation may require participation by experts from many specialized technical and operational fields and access to specially equipped facilities for investigation;

*Whereas* many Member States do not have such specialized technical and operational expertise and appropriate facilities;

*Whereas* it is essential for flight safety and accident prevention that accidents be thoroughly investigated and reported and that the effectiveness of the investigations should not be unduly hampered by considerations of cost;

*Whereas* the costs of salvage and investigation of major aircraft accidents may place a heavy financial burden on the resources of the State where the accident occurred; and

*Mindful* of the publication of the ICAO *Manual on Regional Accident and Incident Investigation Organization* (Doc 9946);

*The Assembly resolves* to recommend that Member States cooperate in the investigation of aircraft accidents, especially accidents in which the investigation requires highly specialized experts and facilities and that to this end Member States and Regional Accident and Incident Investigation Organizations (RAIOs), to the extent possible, inter alia:

- a) provide, on request by other Member States, expert assistance and facilities for the investigation of major aircraft accidents; and
- b) afford opportunity to Member States seeking investigation experience to attend investigations of aircraft accidents, in the interest of developing and furthering investigation expertise.

### Associated practices

1. Member States are encouraged to support the convening of regional accident investigation workshops with a view to exchanging information on each State's investigation legislation and procedures, on the sharing of knowledge and expertise in investigation management and techniques, on the availability of experts and facilities and on practices in dealing with encountered accident investigation difficulties.

2. Member States should be encouraged to facilitate the participation of investigators of accident investigation authorities as observers in investigations in other States for training purposes and orientation visits.

3. Member States and RAIOs are encouraged to assess their needs and capabilities in the field of aircraft accident investigation and prevention with a view to developing training curricula for basic accident investigation and prevention courses. The use of regional training centres for such courses should be fully

explored as well as the incorporation of the TRAINAIR PLUS methodology which provides for internationally standardized and competency-based training.

4. Member States are encouraged to refer to the model Memorandum of Understanding (MOU) developed by ICAO in 2007 for use by States to encourage mutual cooperation during the investigation of aircraft accidents and serious incidents. The model MoU is available on the ICAO public website.

5. Member States are encouraged to consider, as necessary, the ICAO *Manual on Regional Accident and Incident Investigation Organization* (Doc 9946) which provides guidance on how to establish and manage a regional accident and incident investigation system within a region or subregion.

## APPENDIX O

### Human performance

*Whereas* the aims and objectives of ICAO as laid down by the Chicago Convention provide for fostering the development of international air transport “. . . so as to . . . promote safety of flight in international air navigation”;

*Whereas* it is recognized that human performance, as influenced by physiological and cognitive capabilities and constraints, contributes significantly to the overall safety performance of the aviation system;

*Whereas* it is recognized that the safety and efficiency benefits associated with new technologies, systems and procedures can only be realized when they are designed to enhance the performance of the individuals who use them; and

*Whereas* it is recognized that implementation of the future aviation systems will result in changes in roles for aviation professionals requiring work across multidisciplinary teams to support collaborative decision-making;

*The Assembly resolves that:*

1. Member States ensure the integration of human performance considerations in the planning, design, and implementation of new technologies, systems and processes as part of a safety management approach;

2. Member States promote and facilitate the integration of human performance elements within competency-based training programmes throughout the career of a professional; and

3. Member States include strategies which promote safe, consistent, efficient and effective operational performance of the individual and across teams of individuals to address safety priorities.

4. Member States and ICAO should promote safety in an increasingly digital flight deck environment by addressing the human performance implications of data-intensive systems, by:

- a) fostering human-centred design principles for flight deck systems and interfaces that mitigate information overload and prevent cognitive fatigue;
- b) ensuring that pilot training and competency frameworks, including evidence-based training, incorporate the skills required to manage complex digital information effectively and mitigate automation-related risks; and

- c) encouraging the integration of risks associated with human-machine interaction and cognitive load into State safety programmes (SSPs) and operators' safety management systems (SMS).

#### **Resolution A42-10: Regional cooperation and assistance to resolve safety deficiencies**

*Whereas* a primary objective of the Organization continues to be that of ensuring the safety of international civil aviation worldwide;

*Whereas* ensuring the safety of international civil aviation is also the responsibility of Member States both collectively and individually;

*Whereas* in accordance with Article 37 of the *Convention on International Civil Aviation* each Member State undertakes to collaborate in securing the highest practicable degree of uniformity in regulation, standards, procedures and organization in relation to aircraft, personnel, airports, airways and auxiliary services in all matters in which uniformity will facilitate and improve air navigation;

*Whereas* the improvement of the safety of international civil aviation on a worldwide basis requires the active collaboration of all stakeholders;

*Whereas* the Convention and its Annexes provide the legal and operational framework for Member States to build a civil aviation safety system based on mutual trust and recognition, requiring that all Member States implement the SARPs as far as practicable and adequately perform safety oversight;

*Whereas* the results of the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) activities indicate that several Member States have not yet been able to establish sustainable safety oversight and/or investigative systems and some Member States have been identified as having significant safety concerns (SSCs);

*Whereas* ICAO plays a leadership role in facilitating the implementation of SARPs and the rectification of safety-related deficiencies by coordinating support and harnessing resources among aviation safety partners;

*Recognizing* the endorsement by the 41st Assembly of the ICAO Policy on Implementation Support Provided to States in 2022 for the provision of needs-based implementation support to States and non-State entities, under a *One ICAO- Approach*;

*Recognizing* that the ICAO Country Strategies developed under the ICAO Policy for Implementation Support Provided to States, serve as a platform to provide, in coordination with other stakeholders, direct implementation support and guidance to States in resolving their SSCs as well as addressing low effective implementation (EI) of critical elements;

*Whereas* ICAO has a Policy on Regional Cooperation which is committed to render assistance, advice and any other form of support, to the extent possible, in the technical and policy aspects of international civil aviation to Member States in carrying out their responsibilities pertaining to the *Convention on International Civil Aviation* and ICAO Strategic Goals, inter alia by promoting regional cooperation through close partnerships with regional organizations and regional civil aviation bodies;

*Recognizing* that not all Member States have the requisite human, technical and financial resources to adequately perform safety oversight and/or investigative functions;

*Recognizing* that the establishment of subregional and regional aviation safety and safety oversight bodies, including regional safety oversight organizations (RSOOs), regional accident and incident investigation organizations (RAIOs) and Investigation Cooperative Mechanisms (ICMs), has great potential to assist States in fulfilling their obligations under the Chicago Convention through economies of scale and harmonization on a larger scale resulting from the collaboration among Member States in establishing and operating a common safety oversight and/or accident and incident investigation system;

*Recalling* that as signatories to the Convention, the obligations pertaining to safety oversight and/or accident investigation rest and remain exclusively with the Member States and that they are responsible for implementing ICAO Standards, States may, in this respect, decide on a voluntary basis to delegate certain tasks and functions to RSOOs and RAIOs, based on an appropriate legal instrument and that, when applicable, the word “States” should be read to include RSOOs and RAIOs;

*Recalling* that the Thirteenth Air Navigation Conference (AN-Conf/13) (2018) recommended that ICAO continue developing GASOS to strengthen RSOOs and to improve their effectiveness and efficiency in supporting States;

*Recognizing* the need to evolve GASOS into the RSOO and RAIO Assessment Programme (RRAP) that will assess the capabilities and qualifications of RSOOs and RAIOs/ICMs, with the goal to strengthen these organizations and improve their effectiveness and efficiency in supporting States;

*Acknowledging* the recognition given in Annex 19 to RSOOs and their role in discharging delegated State safety management functions on behalf of States;

*Recognizing* that groups of Member States may decide to establish regional aviation systems, the legal basis of which may be realized through one or a combination of means including, but not restricted to regional frameworks, an international Treaty and national primary legislations, with the aim of establishing common rules and oversight applicable in the Member States;

*Recognizing* that the assistance available to Member States experiencing difficulties in correcting deficiencies identified through the safety oversight audits, particularly with priority given to those States with SSCs, would be greatly enhanced by coordination amongst all RSOOs, RAIOs, Member States, ICAO and other concerned parties in civil aviation operations; and

*Recalling* Assembly Resolution A37-16 that recognizes the establishment of the Safety Fund (SAFE) to serve as a mechanism for collecting and allocating voluntary contributions from States and other donors to support ICAO safety and air navigation programmes to improve the safety of civil aviation by addressing serious safety deficiencies in Member States that lack the financial means to do so;

*The Assembly:*

1. *Directs* the Council, in partnership with all aviation safety partners, to continue implementing a coordinated and collaborative implementation support programme that will help Member States to correct deficiencies identified through USOAP CMA, with priority given to the resolution of SSCs;
2. *Directs* the Council to promote the concepts of regional cooperation, including the strengthening of RSOOs, and RAIOs;
3. *Directs* the Council to take the appropriate actions to ensure that the specificities of a regional aviation system established by a group of Member States are recognized and integrated in the ICAO framework;

4. *Directs* the Council to evolve and transition the Global Aviation Safety Oversight System (GASOS) into the RSOO and RAIO Assessment Programme (RRAP), including in its aim to leverage synergies with the Universal Safety Oversight Audit Programme (USOAP), to strengthen, assess and support RSOOs and RAIOS in their efforts to assist their Member States in accomplishing certain safety oversight, accident and incident investigation and safety management functions and activities, while ensuring those States understand their obligations and responsibilities under the Chicago Convention;
5. *Directs* the Council to continue to build new and foster existing partnerships for coordinating and facilitating the provision of financial and technical assistance to States and subregional and regional safety oversight and investigative bodies, including RSOOs and RAIOS in order to enhance their capacity;
6. *Directs* the Council to continue the analysis of relevant safety-critical information for determining effective means of providing implementation support to States and subregional and regional safety oversight and investigative bodies, including RSOOs and RAIOS;
7. *Urges* Member States to give the highest priority to the resolution of SSCs in order to ensure that there are no immediate safety risks to international civil aviation and that the minimum requirements established by the Standards set forth in the ICAO Annexes are met;
8. *Urges* Member States to develop and further strengthen regional and subregional cooperation in order to promote the highest degree of aviation safety;
9. *Reminds* Member States, industry and other stakeholders on the need to provide voluntary contributions to the SAFE Fund as requested under A37-16 to ensure that effective implementation support in the area of safety is provided to States and/or regional cooperation mechanisms that are in need of assistance;
10. *Calls* upon all Member States and relevant aviation safety partners, wherever possible, to assist requesting States with financial and technical resources to ensure the immediate resolution of identified SSCs and the longer-term sustainability of the State safety oversight system;
11. *Encourages* Member States to request their RSOOs and/or RAIOS to participate in the RSOO and RAIO Assessment Programme (RRAP) to strengthen those organizations and better serve their Member States in meeting their safety and investigative responsibilities under the Convention;
12. *Encourages* Member States to establish partnerships with other States, RSOOs, RAIOS, industry, financial institutions and other aviation safety partners to strengthen safety oversight and investigative capabilities, in order to better discharge State responsibilities and foster a safer international civil aviation system;
13. *Encourages* Member States to foster the creation of regional or subregional partnerships to collaborate in the development of solutions to common problems to build State safety oversight and investigative capabilities, and to participate in, or provide tangible support for, the strengthening and furtherance of subregional and regional aviation safety oversight and investigative bodies, including RSOOs and RAIOS;
14. *Requests* the Council to play a leading role in coordinating efforts to assist States to resolve SSCs through the development of ICAO Country Strategies and/or specific project proposals and to assist States to obtain the necessary financial resources to fund such implementation support projects;

15. *Urges* Member States and relevant safety partners to support the implementation of Country Strategies to assist States overcome SSCs, as well as to build sustainable capacity within States;
16. *Requests* the Council to report to the next ordinary session of the Assembly on the progress of regional cooperation and implementation support activities;
17. *Encourages* Member States to reinforce their legal frameworks for RSOOs and RAIOS/ICMs, ensuring that delegation mechanisms are clearly defined while preserving their responsibilities under the Chicago Convention;
18. *Encourages* the industry to actively engage in the work of RSOOs and RAIOS/ICMs and provide appropriate support; and
19. *Declares* that this resolution supersedes Resolution A40-6.

#### **Resolution A42-11: Halon replacement**

*Recognizing* the importance of aircraft fire extinguishing systems to the safety of flight;

*Recognizing* that halogenated hydrocarbons (halon) have been the main fire extinguishing agent used in civil aircraft fire extinguishing systems for over fifty years;

*Whereas* halons are no longer being produced by international agreement because their release contributes to ozone depletion and climate change;

*Recognizing* that more needs to be done because the available halon supplies are decreasing and unsure and that the environmental community continues to be concerned that halon alternatives have not been developed for all fire extinguishing systems in civil aircraft;

*Recognizing* that the Minimum Performance Standard for each application of halon has been developed already by the International Aircraft Systems Fire Protection Working Group with participation by industry and regulatory authorities;

*Recognizing* that there are stringent aircraft-specific requirements for each application of halon that must be met before a replacement can be implemented;

*Recognizing* that the aircraft manufacturing industry has established mechanisms for stakeholder engagement in the development of common solutions for halon replacement in a realistic timeframe for cargo compartment applications;

*Recognizing* that the production is prohibited by international agreement, halon is now exclusively obtained from recovery, reclaiming and recycling. Therefore, recycling of halon gas needs to be rigorously controlled to prevent the possibility of contaminated halon being supplied to the civil aviation industry; and

*Recognizing* that any strategy must depend on alternatives that do not pose an unacceptable environmental or health risk as compared to the halons they are replacing;

*The Assembly:*

1. *Urges* States and their aviation industries to intensify development and implementation of acceptable halon alternatives for fire extinguishing and suppression systems in aircraft cargo compartments;
2. *Urges* States to determine and monitor their halon reserve and quality of halon;
3. *Encourages* ICAO to continue collaboration with the International Aircraft Systems Fire Protection Working Group and the United Nations Environment Programme's Ozone Secretariat through its Technology and Economic Assessment Panel's Halons Technical Options Committee on the topic of halon alternatives for civil aviation;
4. *Encourages* States to collaborate with the Industry Consortium for engine/APU applications and the Cargo Compartment Halon Replacement Working Group established by the International Coordinating Council of Aerospace Industries Associations;
5. *Encourages* States to support measures to minimize unnecessary halon emissions that occur when there is an absence of any safety threatening fire event and to ensure the better management and preservation of existing halon reserves;
6. *Encourages* States, with the assistance of ICAO, to liaise with the United Nations Environment Programme (UNEP) Ozone Secretariat and the Montreal Protocol advisory body, the Technology and Economic Assessment Panel and its Fire Suppression Technical Options Committee, to assess global halon reserves and support the sustainable management of existing halon banks, including an essential use nomination for halon in aircraft cargo compartment applications under the Montreal Protocol to maintain aviation safety;
7. *Directs* the Council, in coordination with industry and considering the assessment of availability of the global halon reserves, to develop a proposal for a revised sustainable effective cut-off date for Halon replacement in Annex 8 — *Airworthiness of Aircraft* for new aircraft type certificate applications. This proposal shall be based on comprehensive data including Halon availability, progress in alternative solution development and take account of safety considerations.
8. *Directs* the Council to mandate the replacement of halon in cargo compartment fire suppression systems used in aircraft for which application for type certification will be submitted after a specified date in the 2024 timeframe; and
9. *Declares* that this resolution supersedes Resolution A39-13.

**Resolution A42-12: The Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA)**

*Whereas* the primary objective of ICAO continues to be that of ensuring the safety of international civil aviation worldwide;

*Whereas* Article 37 of the Convention requires each Contracting State to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures and organization in relation to all matters in which such uniformity will facilitate and improve air navigation;

*Whereas* safety oversight, and the safety of international civil aviation in general, is the responsibility of Member States, both collectively and individually, it also depends on the active collaboration of ICAO,



Member States, industry and all other stakeholders in the implementation of the Global Aviation Safety Plan (GASP);

*Whereas* the DGCA/06 Conference made recommendations to allow public access to appropriate information on safety oversight audits and to develop an additional mechanism to rapidly resolve significant safety concerns (SSCs) identified under the ICAO Universal Safety Oversight Audit Programme (USOAP);

*Whereas* the High-level Safety Conference 2010 (HLSC 2010) made recommendations for ICAO to develop criteria for the sharing of SSCs with interested stakeholders and to assess how the information on SSCs could be shared with the public in a form which would allow them to make an informed decision about the safety of air transportation;

*Whereas* the HLSC 2010 made recommendations for ICAO to enter into new agreements and amend existing agreements for the sharing of confidential safety information with international entities and organizations in order to reduce the burden on States caused by repetitive audits or inspections and to decrease the duplication of monitoring activities;

*Whereas* the High-Level Conference on COVID-19 (HLCC) made recommendations for ICAO to integrate State Safety Programme Implementation Assessments (SSPIAs) with traditional USOAP CMA activities and noted the development of a data management framework for USOAP CMA, which contains, inter alia, procedures to use, manage and protect relevant USOAP information while supporting activities of Member States;

*Recalling* that the 32nd Session of the Assembly resolved that a universal safety oversight audit programme be established, comprising regular, mandatory, systematic and harmonized safety oversight audits to be carried out by ICAO;

*Whereas* the implementation of USOAP has been a major achievement for aviation safety, successfully meeting the mandate given by Resolutions A32-11 and A35-6 and providing the ability to evaluate Member States' oversight capabilities and identify areas of improvement;

*Recalling* that Assembly Resolution A33-8 requested the Council to ensure the long-term financial sustainability of USOAP, phasing in all of its activities into the Regular Programme budget;

*Recalling* the objectives of USOAP, which seeks to ensure that Member States are adequately discharging their responsibilities for safety oversight;

*Recognizing* that it is essential that USOAP continues to cover all safety-related Annex provisions in order to promote the adequate implementation of safety-related Standards and Recommended Practices;

*Recognizing* that the Secretary General has taken appropriate steps to ensure the establishment of an independent quality assurance mechanism to monitor and assess the USOAP quality;

*Recognizing* that the effective implementation of State action plans is essential to enhance the overall safety of global air navigation;

*Recognizing* the safety enhancement contributions resulting from audits, inspections, reviews, evaluations and/or assessments conducted by international and regional organizations, including those organizations

that have agreements with ICAO such as the Airports Council International (ACI), the European Aviation Safety Agency (EASA), the European Commission (EC), the Flight Safety Foundation (FSF), the International Air Transport Association (IATA) and the European Organisation for the Safety of Air Navigation (EUROCONTROL);

*Recognizing* that transparency, sharing and analysis of safety information are among the fundamental tenets of a safe air transportation system; and

*Recognizing* that regional safety oversight organizations (RSOOs) have an important role in the USOAP CMA and that, wherever applicable, the word “States” below should be read to include RSOOs where an appropriately enabling legal framework is in place;

*The Assembly:*

1. *Expresses its appreciation* to the Council and the Secretary General on the successful evolution and implementation of the USOAP Continuous Monitoring Approach (CMA);
2. *Directs* the Secretary General to continue evolving the USOAP CMA into a more evidence-based, risk-informed and result-oriented programme to be applied on a universal basis in order to assess the effectiveness and sustainability of States’ safety oversight systems, as well as the progress of States in implementing safety management requirements, in particular State safety programmes (SSPs);
3. *Directs* the Secretary General to implement organizational improvements necessary to successfully manage the changes brought about by the long-term evolution of the USOAP CMA, in line with the recommendations of the Ad hoc USOAP Advisory Group (USOAP-AG) as agreed by the Council and relevant recommendations of the HLCC;
4. *Directs* the Secretary General to make effective use of the available continuous monitoring and auditing tools to ensure the targeted use of resources for the USOAP CMA;
5. *Directs* the Secretary General to ensure that the USOAP CMA continues to maintain as core elements the key safety provisions contained in Annex 1 — *Personnel Licensing*, Annex 2 — *Rules of the Air*, Annex 3 — *Meteorological Service for International Air Navigation*, Annex 4 — *Aeronautical Charts*, Annex 6 — *Operation of Aircraft*, Annex 7 — *Aircraft Nationality and Registration Marks*, Annex 8 — *Airworthiness of Aircraft*, Annex 10 — *Aeronautical Telecommunications*, Annex 11 — *Air Traffic Services*, Annex 12 — *Search and Rescue*, Annex 13 — *Aircraft Accident and Incident Investigation*, Annex 14 — *Aerodromes*, Annex 15 — *Aeronautical Information Services*, Annex 18 — *The Safe Transport of Dangerous Goods by Air* and Annex 19 — *Safety Management*;
6. *Directs* the Secretary General to ensure that the USOAP CMA abides by the principles of, inter alia, independence, universality, standardization and transparency to further strengthen global acceptance of the programme and its results;
7. *Directs* the Secretary General to analyze the reasons for low or non-sustainable State’s effective implementation of a safety oversight system and identify appropriate means to enhance effectiveness;
8. *Directs* the Secretary General to continue to ensure the maintenance of the quality assurance mechanism established to monitor and assess the USOAP CMA quality, and the transparency of all aspects of the continuous monitoring process;

9. *Directs* the Secretary General to continue the sharing of SSCs, in accordance with established procedures on the sharing of safety information, with interested stakeholders and the public to allow them to make an informed decision about the safety of air transportation;
10. *Directs* the Secretary General to make all safety oversight-related information generated by the USOAP CMA available to all Member States through the USOAP online framework (OLF);
11. *Directs* the Secretary General to implement the data management procedures addressing the collection, storage, usage, management, sharing and protection of USOAP data and information in the OLF;
12. *Directs* the Secretary General to continue to foster coordination and cooperation between USOAP CMA and the audit programmes of other organizations related to aviation safety for the purpose of sharing confidential safety information in order to reduce the burden on States caused by repetitive audits or inspections and to decrease the duplication of monitoring activities;
13. *Directs* the Secretary General to continue facilitating the sharing of safety-critical information with Member States, industry and other stakeholders, through appropriate secure websites;
14. *Urges* all Member States to support ICAO in the evolution of the USOAP CMA and, for those able to do so to second qualified and experienced technical staff to ICAO on a long- or short-term basis, with a view to enabling the Organization to continue to successfully operate the USOAP CMA;
15. *Urges* Member States, international organizations, donors and relevant stakeholders to provide voluntary contributions to support the evolution and operation of the USOAP CMA;
16. *Urges* all Member States to submit to ICAO, in a timely manner, and keep up to date all the information and documentation requested by ICAO for the purpose of ensuring the effective operation of the USOAP CMA;
17. *Urges* all Member States to cooperate with ICAO and as much as practicable to accept USOAP CMA activities, as scheduled, including audits, validation missions and off-site validation, in order to facilitate the smooth functioning of the USOAP CMA;
18. *Urges* all Member States to implement corrective action plans to address the findings identified during USOAP CMA activities;
19. *Urges* all Member States to share with other Member States critical safety information which may have an impact on the safety of international air navigation and to facilitate access to all relevant safety information;
20. *Encourages* Member States to make full use of available safety information when performing their safety oversight functions, including during inspections as provided for in Article 16 of the Convention;
21. *Reminds* Member States of the need for surveillance of all aircraft operations, including foreign aircraft within their territory, and to take appropriate action when necessary to preserve safety;

22. *Directs* the Council to prioritize the work on the evolution of the USOAP CMA, strive for adequate human and financial resources to be made available to the USOAP CMA, and to report to the next ordinary session of the Assembly on its evolution and performance; and
23. *Declares* that this resolution supersedes Resolution A40-13.

**Resolution A42-13: Strategy on disaster risk reduction and response mechanism in aviation**

*Whereas* Article 44 of the *Convention on International Civil Aviation* states that among the aims and objectives of ICAO are to foster the planning and development of international air transport so as to meet the needs of the people of the world for safe, regular, efficient and economical air transport;

*Whereas* the General Assembly of the United Nations endorsed the Sendai Declaration and the Sendai Framework for Disaster Risk Reduction 2015–2030 adopted by the Third United Nations World Conference on Disaster Risk Reduction;

*Whereas* humanitarian response in major crisis relies heavily on swift transportation aid and relief by air;

*Mindful* that natural disasters damage the social and economic infrastructure of all countries, and the long-term consequences of natural disasters are especially severe for developing countries and hamper their sustainable development;

*Mindful* that States are primarily responsible for the prevention and reduction of disaster risk and any response undertaken by the Organization should be guided by, and in concert with, the State(s) affected;

*Recognizing* that Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft*, Annex 9 — *Facilitation*, Annex 11 — *Air Traffic Services*, Annex 14 — *Aerodromes* and Annex 19 — *Safety Management* provide Standards and Recommended Practices (SARPs) for States relating to emergency planning and response, as well as border control formalities relating to relief flights following natural or man-made disasters;

*Recognizing* that disaster risk reduction is an important function of the United Nations System and should receive continued attention, and stressing the need for the international community to demonstrate the firm political determination required to utilize scientific and technical knowledge to reduce vulnerability to natural disasters and environmental hazards, taking into account the particular needs of developing countries;

*Recognizing* that all States have a vital need for disaster-resilient aviation infrastructure to promote socio-economic development and, in times of need, to support the timely and efficient distribution of aid;

*Recognizing* that all States can benefit from integrating disaster risk reduction strategies into their Air Transport Sector Strategic Plans; and

*Recognizing* that there is a need to coordinate at the most appropriate level the political and operational response to natural or man-made disasters reaching a regional or global scale;

*The Assembly:*

1. *Urges* States to recognize the significant role of aviation in the context of disaster risk reduction at the national level, including in their Air Transport Sector Strategic Plans;
2. *Urges* States to take into consideration the disaster risk reduction priorities as contained in the Sendai Framework for Disaster Risk Reduction 2015–2030, as well as the best practices of Member States, in the development of their State emergency response plans, as well as in the emergency response plan requirements for aviation service providers;
3. *Directs* the Council to establish a crisis response policy and disaster risk reduction strategy in aviation that would institutionalize and guide the Organizations strategic approach and tactical responses to aviation-specific crises that could affect the safety or continuity of international civil aviation;
4. *Directs* the Council to assist States in implementing disaster risk reduction strategies in aviation with priority given to Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS);
5. *Instructs* the Secretary General to establish an ICAO network of crisis coordination structures and associated coordination mechanisms, and an arrangement between ICAO, regions, States and industry supporting coordinated political and operational crisis response and assistance at the most appropriate level;
6. *Instructs* the Secretary General to continue working collaboratively within the United Nations System to ensure timely, coordinated and high-quality assistance to all States where disaster losses pose a threat to people's health and development; and
7. *Instructs* the Secretary General to ensure that ICAO participate, when applicable and in alignment with its Strategic Objectives, in appropriate mechanisms put in place to support the cross-sectorial implementation of the Sendai Framework for Disaster Risk Reduction 2015–2030 and the United Nations Plan of Action on Disaster Risk Reduction for Resilience.
8. *Urges* Member States to give humanitarian missions the maximum access to airspace and airports;
9. *Requests* the Council to review and enhance the ICAO provisions to facilitate the operations of humanitarian flights; and
10. *Declares* this Resolution supersedes Resolution A41-13.

**Resolution A42-14: Accessibility in International Civil Aviation**

*Whereas* persons with disabilities and reduced mobility form a large and growing proportion of the world's population;

*Whereas* the United Nations (UN) Convention on the Rights of Persons with Disabilities and its Optional Protocol promotes, protects and ensures the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, including freedom of movement and freedom of choice;

*Recalling* the UN Disability Inclusion Strategy, which provides the foundation for sustainable and transformative progress on disability inclusion through all pillars of work of the United Nations;

*Recalling* that the UN Resolution A/RES/76/154 adopted by the General Assembly in 2021 recognized the importance of accessibility for persons with disabilities in all aspects of life and the need to identify and eliminate prejudice, discrimination, obstacles and barriers that limit the access of persons with disabilities to the physical environment, to transportation, to information and communications;

*Noting with concern* that, despite these instruments and undertakings, persons with disabilities and reduced mobility continue to face barriers in their participation as equal members of society, including barriers to their free movement;

*Acknowledging* that the aviation community needs to accommodate the growing demand in the aviation sector for services for persons with visible and invisible disabilities, as well as persons with reduced mobility and ageing populations, and that evolving societal trends are reshaping the nature and prevalence of accessibility needs;

*Recognizing* the importance of government and industry working together to support the travel needs of persons with disabilities and reduced mobility while prioritizing safety in all circumstances;

*Affirming* that diversity and social inclusion are concepts that are essential to the sustainable growth of international civil aviation;

*Recognizing* the essential nature of air transport services and the need to provide equal access to such services for all passengers;

*Also acknowledging* that digitization and innovation are creating new opportunities as well as new challenges for persons with disabilities, with reduced mobility and aging populations;

*Reemphasizing* the relevant Standards and Recommended Practices contained in Annex 9 — *Facilitation* as well as the procedures and principles contained in Doc 9984 – *Manual on Access to Air Transport by Persons with Disabilities*;

*The Assembly:*

1. *Resolves* that dignity and non-discrimination are universal rights that apply to all persons, including persons with disabilities and persons with reduced mobility travelling by air;
2. *Requests* the Council to:
  - a) ensure that ICAO exercise continuous leadership on sustainability, including the social sustainability imperatives of inclusion and accessibility;
  - b) develop an effective strategy and work programme on accessibility for passengers with disabilities and reduced mobility, including actions to monitor the impact on the aviation sector of societal and demographic changes and assess their impact on the provision of accessibility services, with the aim of future-proofing these services, in order to reach for a disability inclusive air transport system in cooperation with all the stakeholders;
  - c) ensure that Annex 9 — *Facilitation* SARPs recognize the essential nature of accessible services for persons with disabilities and reduced mobility and support the continued development of such services in line with evolving accessibility needs;

3. *Urges* Member States to prioritize the inclusion and accessibility of air transport services to persons with disabilities and reduced mobility;
4. *Encourages* all Member States to strive for uniformity in their air transport accessibility regulations, standards and procedures, to the greatest extent practicable, and to work closely with disability groups and other relevant stakeholders;
5. *Encourages* Member States to ensure that the transport sector coordinates its approach with the industry and civil society in order to deliver accessible end-to-end services to persons with disabilities and reduced mobility, and to work closely with disability groups and other relevant stakeholders; and
6. *Encourages* Member States to support ICAO activities with resources, both financial and in-kind, to ensure a successful implementation of agreed measures to support air transport of persons with disabilities and reduced mobility.
7. *Declares* that this Resolution supersedes Resolution A41-15.

#### **Resolution A42-15: Assistance to victims of aviation accidents and their families**

*Having considered* that, even though international air transport is the safest means of transportation, the total elimination of serious accidents cannot be guaranteed;

*Whereas* the actions of the State of Occurrence should address the most critical needs of persons affected by a civil aviation accident, including to ensure that each aircraft or airport operator develop and implement a comprehensive family assistance plan, and recalling the inclusion, in 2005, of provisions in Annex 9 to enable expeditious entry into the State in which an accident occurs for family members of victims of aircraft accidents;

*Whereas* the policy of ICAO should be to ensure that the mental, physical, and spiritual well-being of victims involved in civil aviation accidents and their families are considered and accommodated by ICAO and its Member States, including the establishment of national victim support networks;

*Whereas* it is essential that ICAO and its Member States recognize the importance of timely notification of family members of victims involved in civil aviation accidents; the prompt recovery and accurate identification of victims; the return of the victims' personal effects; and the dissemination of accurate information to family members;

*Recognizing* the role of Governments of nationals, who are victims of civil aviation accidents, in notifying and assisting families of the victims;

*Recalling* the provision of Article 28 of the Montreal Convention of 1999 (*Convention for the Unification of Certain Rules for International Carriage by Air*) as well as Resolution No. 2 adopted by the Montreal Conference, which called for the provision of advance payments, without delay, to aircraft accident victims, and their families and acknowledging that lack of universal ratification of the Montreal Convention hinders improved and standardized compensation regimes, and emphasizing the need for universal ratification and implementation of the Montreal Convention of 1999;

*Recalling* the adoption of Amendment 29 to ICAO Annex 9 — *Facilitation* which has elevated Recommended Practice 8.46 to Standard 8.47, thus obliging States to establish legislation, regulations and/or policies in support of assistance to aircraft accident victims and their families;

*Recognizing* the importance of the Council's decision to officially designate 20 February as the International Day for Commemorating Air Crash Victims and their Families in remembering the victims and expressing solidarity with their families, as well as continuing to enhance aviation safety and prevent such tragedies from happening in the future;

*Acknowledging* the approval by the Council of the *ICAO Policy on Assistance to Aircraft Accident Victims and their Families* (Doc 9998) in March 2013 and the issuance of the *Manual on Assistance to Aircraft Accident Victims and their Families* (Doc 9973) in December 2013;

*Acknowledging* that a review of the electronic filing of differences (EFOD) system compliance checklist (CC) has indicated a low implementation rate of Annex 9 Standards and Recommended Practices (SARPs), and urging Member States to increase frequency of reporting to improve compliance;

*Whereas* it is essential that support be provided to family members of victims of civil aviation accidents, wherever the accident may occur, and any lessons learned from support providers, including effective procedures and policies, be promptly disseminated to other Member States and ICAO to improve States' family support operations;

*Considering* that harmonization of the regulations for dealing with the needs of victims of civil aviation accidents and their families is also a humanitarian duty and a permissive function of the ICAO Council contemplated in Article 55 (c) of the Chicago Convention, and recognizing the need for enhanced information-sharing mechanisms and training resources for States and operators to conduct thorough risk assessments and implement mitigation strategies;

*Considering* that States should provide a homogeneous solution for treatment of victims of civil aviation accidents and their families;

*Recognizing* that the air carrier involved in a civil aviation accident is often best situated to assist families in the immediate aftermath of the accident;

*Acknowledging* the outcomes of the ICAO Symposium on Assistance to Aircraft Accident Victims and their Families (AAAVF 2021), including the 30 recommendations encapsulated in the Symposium report;

*Recalling* the useful initiatives of the Air Crash Victims' Families' Federation International (ACVFFI) in assisting family members of victims;

*Noting* that family members of victims of a civil aviation accident, irrespective of where the accident occurs or the national origin of the victims, express certain fundamental human needs and emotions; and

*Recognizing* that public attention will continue to focus on States' investigative actions, as well as the human interest aspects of a civil aviation accident;

*The Assembly:*

1. *Calls on* Member States to reaffirm their commitment to support victims of civil aviation accidents and their family members and to ensure that each aircraft or airport operator develop and implement a comprehensive family assistance plan;
2. *Urges* Member States to establish legislation, regulations and/or policies to support victims of civil aviation accidents and their family members, as mandated by ICAO Annex 9 Standard 8.47, and pursuant to Article 28 of the Montreal Convention 1999 and Resolution No. 2 adopted by the Montreal Conference;



3. *Encourages* States that have legislation, regulations and/or policies to support civil aviation accident victims and their families to review these documents, as necessary, in consideration of the ICAO Policy in Doc 9998 and of the guidance material in Doc 9973;
4. *Urges* Member States to regularly report to ICAO, through the compliance checklist (CC) in the electronic filing of differences (EFOD) system regarding their level of implementation of Annex 9 provisions associated with family assistance plans, and to increase transparency and frequency of reporting to improve compliance;
5. *Urges* Member States to recognize 20 February as the International Day for Commemorating Air Crash Victims and their Families and conduct national commemorations relevant to their citizens impacted by civil aviation tragedies;
6. *Urges* Member States which have not already done so, to ratify and implement the Montreal Convention of 1999;
7. *Welcomes* the recommendations of the Symposium and directs the Council to incorporate into the next triennium Business Plan those Symposium recommendations that require further consultation with expert groups, and in particular to support capacity-building needs of Member States, including enhanced training and resources for conflict zone risk mitigation;
8. *Directs* the Council to actively and timely follow-up on the relevant ICAO expert groups regarding those recommendations emanating from the Symposium as required;
9. *Directs* the Council, when considering the extent of the level of implementation of family assistance plans, to give further consideration to the development of Standards and Recommended Practices to support victims of civil aviation accidents and their family members, including provisions for timely notification, and dissemination of accurate information to family members; and
10. *Declares* that this resolution supersedes Resolution A41-14.

**Resolution A42-16: Development and implementation of facilitation provisions — combatting human trafficking**

*Whereas* the Protocol to Prevent, Suppress and Punish Trafficking in Persons Especially Women and Children, supplementing the United Nations Convention against Transnational Organized Crime, adopted in November 2000 by the United Nations General Assembly and entered into force on 25 December 2003, provides an international framework and is ratified by a majority of countries;

*Whereas* the joint ICAO and United Nations Human Rights Office of the High Commissioner Circular 352 on Guidelines for Training Cabin Crew on Identifying and Responding to Trafficking in Persons released in May 2018 underscores the important role of international aviation in combatting human trafficking;

*Whereas* training customer-facing employees and other aviation personnel to identify and respond to suspected instances of human trafficking can help stop this crime;

*Whereas* Standard 8.45 in Annex 9 — *Facilitation* requires Contracting States to take measures to ensure that procedures in place to combat trafficking in persons, are based on a comprehensive strategy and include clear reporting systems and relevant competent authorities' points of contact for airport and aircraft operators;

*Whereas* Standard 8.46 in Annex 9 obliges Contracting States to take measures to ensure that airport and aircraft operators' personnel in direct contact with the travelling public are provided with awareness training on trafficking in persons;

*Whereas* conducting awareness campaigns among aviation personnel and the travelling public can help to increase recognition and reporting of suspected instances of human trafficking;

*Whereas* ICAO should foster the development of clear human trafficking guidelines for each State to implement, including model reporting protocols and a victim-centred and trauma-informed law enforcement response;

*Whereas* Doc 10171, *A Comprehensive Strategy for Combatting Human Trafficking in the Aviation Sector* approved by FALP in July 2021 and by the Air Transport Committee (ATC) in September 2021 enhances national counter-trafficking policies and procedure frameworks and equips States, Civil Aviation Authorities and organizations, aircraft operators and airports with guidance and recommendations to inform on their development of comprehensive counter-trafficking strategies in line with ICAO Assembly Resolution A42-17, *Consolidated statement of continuing ICAO policies related to facilitation*;

*Whereas* adopting a Comprehensive Strategy inclusive of laws, leadership, policies, reporting protocols and response mechanisms, partnerships, training, public awareness, data collection, information-sharing including trafficking survivor informed recommendations and perspectives, and victim and survivor support can help civil aviation authorities and organizations, aircraft operators and airports stop this crime;

*Whereas* ICAO Circular 362, *Guidelines for Combatting Trafficking in Persons in the Air Operator Supply Chain* equips Civil Aviation Authorities and air operators with guidance and recommendations to inform their development of policies to ensure due diligence and transparency in supply chain management;

*Whereas* adopting ICAO Circular 362, *Guidelines for Combatting Trafficking in Persons in the Air Operator Supply Chain* inclusive of policies, procedures, raising awareness, and employee training can help Civil Aviation Authorities and air operators stop this crime;

*The Assembly:*

1. *Urges* Member States to give attention to adopting and promptly implementing Amendment 30 to Annex 9's Standards 8.45 and 8.46;
2. *Calls on* Member States to give due regard to Circular 352, *Guidelines for Training Cabin Crew on Identifying and Responding to Trafficking in Persons*, in their implementation of the relevant provisions of Annex 9;
3. *Requests* that the Council ensure that relevant guidance material related to the issue of combatting human trafficking is current and responsive to the needs of Member States;
4. *Calls on* Member States to give due regard to Doc 10171, *A Comprehensive Strategy for Combatting Human Trafficking in the Aviation Sector*, in their implementation of the relevant provisions of Annex 9;
5. *Urges* Member States to give due regard to Circular 362, *Guidelines for Combatting Trafficking in persons in the Air Operator Supply Chain*, in their implementation of the relevant provisions of Annex 9 — *Facilitation*; and

6. *Declares* that this Resolution supersedes Resolution A41-16.

**Resolution A42-17: Consolidated statement of continuing ICAO policies related to facilitation**

*Whereas* Annex 9 — *Facilitation*, was developed as a means of articulating the obligations of Member States under Articles 22, 23 and 24 of the Convention and standardizing procedures for meeting the legal requirements referred to in Articles 10, 13, 14, 29 and 35;

*Whereas* implementation of the Standards and Recommended Practices in Annex 9 is essential to facilitate the clearance of aircraft, passengers/crew and their baggage, cargo and mail, as well as manage challenges in border controls and airport processes so as to maintain the efficiency of air transport operations;

*Recognizing* that the restrictions and public health measures brought by the COVID-19 pandemic have had a serious impact on the aviation industry and that this impact must be taken into account by ICAO and Member States when making decisions on air transport facilitation;

*Reaffirming* the commitments made in the Ministerial Declaration of the High-level Conference on COVID-19 (HLCC 2021) among others, the need to ensure a safe, secure, and orderly flow of traffic with operational readiness of aviation, and to ensure the long-term resilience of international aviation and incorporate the lessons learned from the current and past pandemics;

*Recalling* the conclusions and recommendations of the Facilitation stream of the High-level Conference on COVID-19 (HLCC 2021) of October 2021;

*Whereas* it is essential that Member States continue to pursue the objective of maximizing efficiency and security in such clearance operations; and

*Whereas* United Nations Security Council resolutions stress the continuing importance of ICAO's work on border control management and security of travel documents in the fight against terrorism.

*The Assembly:*

1. *Resolves* that the Appendices attached to this resolution and listed below constitute the consolidated statement of continuing ICAO policies related to facilitation, as these policies exist at the close of the 42nd Session of the Assembly:

- Appendix A — Development and implementation of facilitation provisions
- Appendix B — National and international action in ensuring the security and integrity of traveller identification and border controls
- Appendix C — National and international action and cooperation on facilitation matters
- Appendix D — Passenger Data Systems
- Appendix E — Global Commitment to ensure that aviation delivers, reliable, accessible seamless mobility for all

2. *Requests* the Council to keep the consolidated statement related to facilitation under review and advise the Assembly as appropriate when changes are needed to the statement; and

3. *Declares* that this resolution supersedes Resolution A41-17.

## APPENDIX A

### Development and implementation of facilitation provisions

*Whereas* the *Convention on the Rights of Persons with Disabilities* and its Optional Protocol, that had been adopted in December 2006 by the United Nations General Assembly, entered into force on 3 May 2008;

*Whereas* the development of specifications for machine readable travel documents by the Organization has proved effective in the development of systems that expedite the movement of international passengers and crew members through clearance control at airports, while enhancing immigration and other border control authorities compliance programmes;

*Whereas* the development of a set of standard signs to facilitate the efficient use of airport terminals by travellers and other users has proved effective and beneficial;

*Whereas* making air travel accessible for all passengers, including persons with disabilities is a key contributor to the achievement of the UN Sustainable Development Goals (SDGs) and aligns with global commitments such as the United Nations Convention on the Rights of Persons with Disabilities (CRPD);

*Whereas* Machine Readable Travel Documents (MRTDs) strengthen the border control management process and enhance security by improving the integrity of documents which verify the identity of travellers and air crew;

*Whereas* such MRTDs also enable high-level cooperation among States to strengthen resistance to passport fraud, including the forgery or counterfeiting of passports, the use of valid passports by impostors, the use of expired or revoked passports, and the use of fraudulently obtained passports;

*Whereas* the use of MRTDs and other passenger information tools can also be employed for security purposes, by strengthening border control management processes and improving the integrity of documents, adding an important layer to the international civil aviation system, in order to detect terrorists and prevent acts of unlawful interference well before the aircraft boarding process;

*Whereas* the adoption of technology-driven solutions such as electronic data interchange (EDI), blockchain technology, and automated customs procedures by the Organization has proved effective in expediting the movement of international passengers and crew members through clearance control at airports, while enhancing immigration and other border control authorities compliance programmes;

*Whereas* the 38th Session of the ICAO Assembly in 2013 resolved that Members States should be encouraged to use the electronic filing of differences (EFOD) system that was developed to address the need for a more efficient means of reporting and researching differences to Standards and Recommended Practices and for replacing the existing paper- based mechanism;

*Mindful* of the Annex 9 — *Facilitation* components that support both border management and border security objectives which are audited under the ICAO Universal Security Audit Programme (USAP);

*Recognizing* the importance of Facilitation and the need for centralized national facilitation coordination units, regular inter-agency meetings, and stakeholder engagement forums, along with, adequate human and financial resources to support the Facilitation programme's activities and to assist Member States in implementing the Standards and Recommended Practices in Annex 9 — *Facilitation*;

*Recalling* the Communiqué of the High-Level Conference on Aviation Security held in Montréal on 29 and 30 November 2018, and the conference's conclusions and recommendations related to border control management.

*The Assembly:*

1. *Urges* Member States to give special attention to increasing their efforts to implement Annex 9 Standards and Recommended Practices;
2. *Requests* Member States to implement, to the extent practicable, globally and regionally-harmonized, collaborative, and mutually accepted measures that take into consideration different national circumstances and policies, without creating undue economic burdens or compromising the safety and facilitation of civil aviation, to facilitate the recovery and sustainable development of international passenger travel;
3. *Urges* Member States to adopt and implement technology-driven solutions such as electronic data interchange (EDI), digitalization and automated customs procedures to enhance the efficiency and compliance of clearance control processes at airports;
4. *Urges* Member States to give due regard to Doc 9984, *Manual on Access to Air Transport by Persons with Disabilities*, in their implementation of the relevant provisions of Annex 9;
5. *Requests* the Secretary General to develop a work programme on accessibility for passengers with disability in order to reach for a disability-inclusive air transport system;
6. *Requests* the Council to ensure that Annex 9 — *Facilitation*, is current and addresses the contemporary requirements of Member States, as well as their appropriate obligations towards the United Nations Security Council resolutions with respect to border control management and security of travel documents, their obligations towards the *World Health Organization (WHO) International Health Regulations (2005), as amended in 2014, 2022, and 2024*, the handling of and responses to public health emergencies in addition to Member States' requirements relating to the administration of cargo and passengers; and advances in technologies related to such administration;
7. *Requests* the Secretary General to ensure that relevant guidance material is current and responsive to the requirements of Member States;
8. *Requests* the Council to ensure that the provisions of Annex 9 — *Facilitation* relating to border control management, and Annex 17 — *Aviation Security*, are compatible with and complementary to each other;
9. *Urges* Member States to give due regard to existing guidance material and best practices on wayfinding and signage, including Doc 9636, *International Signs to Provide Guidance to Persons at Airports and Marine Terminals*, to the extent it remains applicable;
10. *Urges* Member States to ensure that all relevant agencies and departments that have a role in the implementation of Annex 9 — *Facilitation*, including but not limited to, civil aviation administrations, immigration, customs, health, quarantine, travel document-issuing authorities, air traffic control, law enforcement, postal authorities, border police, and foreign affairs, collaborate and coordinate their efforts through the national air transport facilitation committee or similar arrangements, in order that the Annex 9 Compliance Checklist is comprehensively completed in the electronic filing of differences (EFOD) system;
11. *Urges* the Council to ensure that the Facilitation Programmes is treated as a matter of highest priority and appropriate resources are made available by ICAO and its Member States;
12. *Urges* all Member States to continue to financially support the Organization's facilitation activities with voluntary contributions in the form of human and financial resources beyond those budgeted for under the regular programme; and

13. *Recognizing* the leadership role of ICAO in the area of facilitation activities, requests the Council to ensure the long-term sustainability of the Organization's facilitation programmes, by taking measures to incorporate the funding requirements within the Regular Programme Budget and ensure adequate human resources are available, as soon as possible and to the extent practicable.

## **APPENDIX B**

### **National and international action in ensuring the integrity of traveller identification and border controls and enhancing security**

*Whereas* Member States recognize the relevance of traveller identification and border control management to the ICAO Strategic Objective of security and facilitation;

*Whereas* Member States recognize that the ability to uniquely identify individuals requires a holistic and coordinated approach, which links the following five interdependent elements of traveller identification and border control management into a coherent framework:

- a) foundational documents, tools and processes required to ensure evidence of identity;
- b) the design and manufacture of standardized Machine Readable Travel Documents (MRTDs), especially ePassports, that comply with ICAO specifications defined in Doc 9303, *Machine Readable Travel Documents*;
- c) processes and protocols for document issuance by appropriate authorities to authorized holders, and controls to combat theft, tampering and loss;
- d) inspection systems and tools for the efficient and secure reading and verification of MRTDs at borders, including use of the ICAO Public Key Directory (PKD); and
- e) interoperable applications that provide for timely, secure and reliable linkage of MRTDs and their holders to available and relevant data in the course of inspection operations;

*Whereas* Member States require capacity to uniquely identify individuals and require tools and mechanisms available to establish and confirm the identity of travellers;

*Whereas* the ICAO Traveller Identification Programme (ICAO TRIP) strategy provides the global framework for achieving the maximum benefits of travel documents and border controls by bringing together the elements of the traveller identification management;

*Whereas* Member States of the United Nations have resolved, under Resolution 70/1 adopted on 25 September 2015 to adopt a 2030 Agenda for Sustainable Development that includes a set of 17 Sustainable Development Goals (SDGs) supported by 169 targets, the target 16.9 being to provide legal identity for all, including birth registration by 2030;

*Whereas* the United Nations Security Council, in Resolutions 1373 (2001), 2178 (2014) 2396 (2017), and 2482 (2019) decided that all Member States shall prevent the movement of terrorists or terrorist groups by effective border controls and controls on issuance of identity papers and travel documents, and through measures for preventing counterfeiting, forgery or fraudulent use of identity papers and travel documents;

*Whereas* the veracity and validity of machine readable travel documents (MRTDs) depends on the readability and protection of these documents, physical securities contributing to them, and electronic securities guaranteeing them;

*Whereas* the limitation of the number of possible civil status for a person depends on the documentation used to establish identity, confirm citizenship or nationality and assess entitlement of the passport applicant (i.e. breeder documentation);

*Whereas* the passport is the main official travel document that denotes a person's identity and citizenship and is intended to inform the State of transit or destination that the bearer can return to the State which issued the passport;

*Whereas* international confidence in the integrity of the passport is essential to the functioning of the international travel system;

*Whereas* the use of stolen blank passports, by those attempting to enter a country under a false identity, is increasing worldwide;

*Whereas* reporting promptly accurate information about stolen, lost or revoked travel documents issued by each Member State to the International Criminal Police Organization (INTERPOL) Stolen and Lost Travel Documents (SLTD) database is mandatory as per an Annex 9 — *Facilitation* Standard;

*Whereas* the security of traveller identification and border controls depends on a robust identification management system and the integrity of the travel document issuance process;

*Whereas* high-level cooperation among Member States is required in order to strengthen resistance to passport fraud, including forgery or counterfeiting of passports, use of valid passports by impostors, use of expired or revoked passports, and the use of fraudulently obtained passports;

*Whereas* Member States of the United Nations have resolved, under the Global Counter-Terrorism Strategy adopted on 8 September 2006, to step up efforts and cooperation at every level, as appropriate, to improve the security of manufacturing and issuing identity and travel documents and to prevent and detect their alteration or fraudulent use;

*Whereas* enhanced and intensified cooperation among Member States is required in order to combat and prevent identification and travel document fraud;

*Whereas* travel documents for refugees, as provided for in Article 28 of the 1951 Convention Relating to the Status of Refugees, and for stateless persons as provided in the 1954 Convention Relating to the Status of Stateless Persons, shall be issued to refugees or stateless persons lawfully staying on the States' territory, and as such are travel documents foreseen in two international treaties for persons benefitting from an internationally recognized status;

*Whereas* ICAO has set up the Public Key Directory (PKD) to assist in the authentication of electronic Machine Readable Travel Documents (eMRTDs) including ePassports, thereby strengthening their security and the integrity of border controls;

*Whereas* Member States request from ICAO programmes, technical assistance and capacity-building support in strengthening their traveller identification and border control management; and

*Whereas* cooperation on human trafficking matters among Member States and with the various national, regional, international parties and other stakeholders interested in this area, has brought benefits to procedures to combat trafficking in persons.

*The Assembly:*

1. *Urges* Member States, through their travel document and border control management, to uniquely identify individuals to maximize facilitation and aviation security benefits, including preventing acts of unlawful interference and other threats to civil aviation;
2. *Urges* Member States to implement rigorous processes and tools to safeguard the integrity and security of breeder documentation by notably applying evidence of identity principles, such as ensuring that identity exists and is living, the applicant links to identity and is unique to the system through the provision of confidence of the applicant's "social footprint" and check against agency records or by associating the record with one or more biometrics;
3. *Urges* Member States to intensify their efforts in developing and implementing a robust identification management system and safeguard the security and integrity of the travel document issuance process;
4. *Urges* Member States to intensify their efforts in establishing and implementing a solid verification system of the integrity of electronic Machine Readable Travel Documents (eMRTDs), in particular by authenticating their electronic signatures and verifying their validity;
5. *Requests* the Council to direct the Secretary General to maintain and update the ICAO TRIP Strategy Implementation Roadmap to assist Member States to uniquely identify individuals, and to enhance the security and integrity of their travel documents and border controls;
6. *Requests* Member States to intensify their efforts to safeguard the security and integrity of traveller identification and border controls, and to assist one another in these matters;
7. *Urges* those Member States that have not already done so, to issue machine readable passports in accordance with the specifications of Doc 9303;
8. *Reminds* Member States to ensure that non-machine readable passports are withdrawn from circulation;
9. *Urges* those Member States that have decided to issue eMRTDs to do so in accordance with the specifications of Doc 9303;
10. *Urges* Member States to ensure that when issuing travel documents for refugees and stateless persons, these travel documents are machine readable, in accordance with the specifications of Doc 9303;
11. *Reminds* Member States to establish controls to safeguard against the theft of blank travel documents and the misappropriation of newly issued travel documents;
12. *Urges* those Member States requiring assistance in building effective and efficient traveller identification and border control systems to contact ICAO without delay;
13. *Requests* the Council to ensure that specifications and guidance material contained in Doc 9303, Machine Readable Travel Documents, remain up to date in light of technological advances;
14. *Urges* Member States to reinforce their border control management processes as also required by the relevant United Nations Security Council resolutions, by implementing the related Annex 9 — *Facilitation Standards*.



15. *Calls* upon Member States to implement technological solutions aimed at enhancing security and facilitation of border controls while improving clearance procedures, such as the joint use of Automated Border Control (ABC) gates and the ICAO PKD when authenticating eMRTDs;
16. *Requests* the Council to continue to explore technological solutions aimed at enhancing security and facilitation of border controls while improving clearance procedures;
17. *Requests* the Council to continue the work on further strengthening the integrity of traveller identification and border controls management and enhancing security, and developing guidance material to assist Member States to further those objectives;
18. *Urges* the Council to explore ways of intensifying assistance and capacity-building support to Member States in the traveller identification and border control areas, including a proactive leadership role for ICAO in facilitating and coordinating such assistance in the international community;
19. *Urges* all Member States to join the ICAO PKD, upload relevant information from their own State to the PKD, and to use the information available from all States in the ICAO PKD to authenticate eMRTDs at border controls;
20. *Urges* those Member States that are not already doing so to promptly report accurate information about stolen, lost, and revoked travel documents issued by their State, to INTERPOL for inclusion in their Stolen and Lost Travel Document (SLTD) database;
21. *Calls* upon those Member States that are not already doing so to query, at entry and departure border control points, the travel documents of individuals travelling internationally against the INTERPOL Stolen and Lost Travel Documents (SLTD) database;
22. *Urges* Member States to establish efficient and effective mechanisms in order to implement submissions to, and queries of, the SLTD database.
23. *Urges* all Member States to issue machine-readable passports in accordance with Doc 9303 and to respect the implementation deadlines for the secondary document type indicator;
24. *Encourages* Member States issuing eMRTDs to ensure full compliance with ICAO standards and to incorporate digital travel credentials where feasible;
25. *Urges* all Member States issuing eMRTDs to deprecate Basic Access Control (BAC) and implement Password Authenticated Connection Establishment (PACE), as well as to update their facial image encoding and to prepare inspection systems for decoding the new encoding at border control within the respective timelines;
26. *Urges* Member States to establish among all involved stakeholders an efficient information-sharing and collaboration system in the prevention of human trafficking; and
27. *Requests* the Secretary General to continue to develop relevant guidance material on combatting trafficking in persons in order to support Member States in their implementation of the provisions of Annex 9 — *Facilitation* related to trafficking in persons.

## APPENDIX C

### **National and international action and cooperation on facilitation matters**

*Whereas* there is a need for continuing action by Member States to improve the effectiveness and efficiency of clearance control formalities;

*Whereas* the establishment and active operation of national air transport facilitation programmes and facilitation committees is a proven means of effecting needed improvements;

*Whereas* cooperation on facilitation matters among Member States and with the various national, regional, and international parties, and industry interested in facilitation matters has brought benefits to all concerned;

*Whereas* such cooperation has become vital in the light of the proliferation of non-uniform passenger data systems that adversely affect the viability of the air transport industry, and the increasing requests by border control authorities for transfer of passenger data;

*Whereas* the threat of worldwide transmission of communicable diseases by means of air transport has increased in past years;

*Whereas* Annex 9 provides a framework for the facilitation of assistance to aircraft accident victims and their families, notably, Standard 8.43 obliging Member States to establish legislation, regulations and/or policies in support of assistance to aircraft accident victims and their families, and the Recommended Practice for aircraft and airport operators to develop appropriate plans to provide timely and effective assistance to aircraft accident victims and their families; and

*Whereas* cooperation on wildlife trafficking matters among Member States and with the various national, regional, and international parties, and other stakeholders interested in this area has brought benefits to procedures to combat wildlife trafficking;

*The Assembly:*

1. *Urges* Member States to establish and utilize national air transport facilitation programmes and facilitation committees and adopt policies of cooperation on a regional basis among neighbouring States and to promote cross-border data-sharing agreements and public-private partnerships;

2. *Urges* Member States to participate in regional and subregional air transport facilitation programmes of other intergovernmental aviation organizations;

3. *Urges* Member States to take all necessary steps, to ensure the development of a National Air Transport Facilitation Programme, and the establishment of facilitation committees or other appropriate means, for:

- a) ensuring timely and effective implementation of Annex 9 — *Facilitation* Standards and Recommended Practices;
- b) regularly calling the attention of all interested departments of their governments to the need for:
  - 1) making the national regulations and practices conform to the provisions and intent of Annex 9;
  - 2) working out satisfactory solutions for day-to-day problems in the facilitation field;

- 3) promoting a Facilitation culture;
    - 4) coordination among all relevant agencies, departments of the State, including public health authorities and relevant stakeholders through the implementation of National Air Transport Facilitation Committees (NATFCs).
  - c) taking the initiative in any follow-up action required; and
  - d) ensuring that the appropriate coordination is in place for the effective implementation of the ICAO TRIP Strategy.
4. *Urges* Member States to encourage the study of facilitation problems by their national and other facilitation programmes and committees and to coordinate the findings of their committees on facilitation problems with those of other Member States with which they have air links;
5. *Urges* neighbouring and bordering Member States to consult one another about common problems that they may have in the facilitation field, whenever it appears that these consultations may lead to a uniform solution of such problems;
6. *Urges* Member States, aircraft operators and airport operators to continue to cooperate intensively as regards:
- a) identification and solution of facilitation problems; and
  - b) developing cooperative arrangements for the prevention of illicit narcotics trafficking, illegal immigration, the spread of communicable diseases and other threats to national interests;
7. *Urges* Member States to call upon aircraft and airport operators and their associations to participate in electronic data interchange systems in order to achieve maximum efficiency levels in the processing of cargo traffic at international terminals;
8. *Urges* Member States to implement the provisions of Annex 9 to facilitate assistance to aircraft accident victims and their families, including ensuring that aircraft and airport operators develop appropriate plans to provide timely assistance to aircraft accident victims and their families, recognizing that airport operators' plans may form part of the aerodrome emergency plans required under Annex 14;
9. *Urges* Member States and aircraft and airport operators, in cooperation with interested international organizations, to make all possible efforts to speed up the handling and clearance of air cargo, while ensuring the security of the international supply chain;
10. *Requests* Member States to consider identifying and designating an appropriate authority or a relevant coordination mechanism for facilitation, and ensure that sustainable funding mechanisms and corresponding human resources are available to support the implementation of facilitation provisions of Annex 9 and related activities;
11. *Requests* Member States to ratify and implement the Montréal Protocol 2014 and consider the recommendations in the ICAO *Manual on the Legal Aspects of Unruly and Disruptive Passengers* (Doc 10117);

12. *Urges* Member States to take measures, in cooperation with airport and aircraft operators, to promote passenger awareness of the unacceptability and possible legal consequences of unruly or disruptive behaviour at airports and on board aircraft to deter and prevent unruly and disruptive behaviour;
13. *Urges* Member States to take measures, in cooperation with airport and aircraft operators, to ensure that relevant personnel are trained to identify and manage unruly and disruptive passenger situations;
14. *Requests* Member States to ensure provision of assistance to persons with disabilities travelling by air and especially take steps to mitigate the barriers that limit the ability of the elderly and persons with disabilities in times of abnormal processes, such as during public health-related emergencies;
15. *Urges* Member States to ensure that airport facilities are adapted to the needs of persons with disabilities, that lifting systems and appropriate devices are made fully available, that designated points for the pick-up and drop-off of persons with disabilities are made available as close as possible to main entrances and/or exits of the terminal building and that adequate accessible parking facilities are provided for people with mobility needs, including during a public health emergency;
16. *Urges* Member States to ensure that airport services are made available that meet the needs of passengers with disabilities, including services for provision of flight service-related information to hearing and visually impaired persons;
17. *Urges* Member States to undertake dialogue and cooperation among national, regional and international border control and security-related bodies regarding their obligations towards Annex 9 — *Facilitation* and relevant United Nations Security Council resolutions;
18. *Requests* the Secretary General to ensure ICAO continues its work on border control management and security of travel documents in the fight against terrorism, and to strengthen its cooperation and collaboration with relevant United Nations (UN) agencies, such as UN Office of Counter-Terrorism (UNOCT) and UN Office on Drugs and Crime (UNODC); and
19. *Urges* Member States to establish among all involved stakeholders an efficient information-sharing and collaboration system in the prevention of wildlife trafficking.

## **APPENDIX D**

### **Passenger Data Systems**

*Whereas* there is a need for continuing action by Member States to improve the effectiveness and efficiency of clearance control formalities;

*Whereas* UN Security Council, in Resolution 2396 (2017), in welcoming ICAO's decision to establish a Standard under Annex 9 — *Facilitation*, regarding the use of Advance Passenger Information (API) systems by its Member States, and recognizing that many ICAO Member States have yet to implement this Standard, has decided, in paragraph 11, that in furtherance of paragraph 9 of resolution 2178 (2014) and the ICAO Standard, its Member States are, inter alia, to establish API systems and shall require airlines operating in their territories to provide API to the appropriate national authorities;

*Whereas* UN Security Council, also in resolution 2396, at paragraph 12, has decided that Member States shall develop the capability to collect, process and analyse, in furtherance of ICAO Standards and Recommended Practices, Passenger Name Record (PNR) data and to ensure PNR data is used by and shared with all their competent national authorities, with full respect for human rights and fundamental freedoms for the purpose of preventing, detecting and investigating terrorist offences and related travel, further calls

upon Member States, the UN, and other international, regional, and subregional entities to provide technical assistance, resources and capacity building to Member States in order to implement such capabilities, and, where appropriate, encourages Member States to share PNR data with relevant or concerned Member States to detect foreign terrorist fighters returning to their countries of origin or nationality, or travelling or relocating to a third country, with particular regard for all individuals designated by the Committee established pursuant to resolutions 1267 (1999), 1989 (2011), and 2253 (2015);

*Whereas* the UN Security Council, in resolution 2482 (2019), has called upon Member States to implement obligations to collect and analyse API and develop the ability to collect, process and analyse, in furtherance of ICAO Standards and Recommended Practices, PNR data and to ensure PNR data is used by and shared with competent national authorities, with full respect for human rights and fundamental freedoms, which will help security officials make connections between individuals associated with organized crime, whether domestic or transnational, and terrorists, to stop terrorist travel and prosecute terrorism and organized crime, whether domestic or transnational, including by making use of capacity building programmes; and

*Whereas* the use of both API and PNR data as mentioned in the ICAO TRIP Strategy can also be employed for security purposes, adding an important layer to the international civil aviation system, in order to detect terrorists and prevent acts of unlawful interference well before the aircraft boarding process;

*The Assembly:*

1. *Urges* Member States to call upon aircraft operators offering international air transport services to participate in electronic data interchange systems by providing advance passenger information in order to achieve maximum efficiency levels in the processing of passenger traffic at international airports;
2. *Urges* Member States, in the use of electronic passenger data systems, to ensure that the passenger data requirements conform to international Standards adopted by relevant international organizations and United Nations agencies for this purpose, and to ensure the security, fair processing and safeguarding of such data with full respect for human rights;
3. *Requests* Member States to implement the Passenger Data Single Window facility that allows parties involved in passenger transport by air to lodge standardized passenger information (i.e. API, interactive API (iAPI) systems and/or PNR) through a single data entry point to fulfil all regulatory requirements relating to the entry and/or exit of passengers that may be imposed by various agencies of the State;
4. *Urges* Member States to assist and share best practices, as appropriate, with other Member States in the establishment of passenger data systems;
5. *Requests* Member States to consider the deployment of interactive API systems and to provide integrated pre- travel verification responses to aircraft operators related to immigration, security and public health requirements;
6. *Calls* upon Member States to support ICAO's work on the development of appropriate guidance material and implementation of Annex 9 PNR provisions; and
7. *Urges* Member States that have not already done so, to develop the capability to collect, process and analyse PNR data and to ensure that PNR data is used by and shared with their competent national authorities, with full respect for human rights and fundamental freedoms for the purpose of preventing, detecting and investigating terrorist offences and related travel.

## APPENDIX E

### **Global commitment to ensure that aviation delivers reliable, accessible and seamless mobility for all**

*Recalling* the Facilitation Conference (FALC 2025) held on 14 to 17 April 2025 in Doha, Qatar, and the Ministerial Declaration (Doha Declaration) adopted on 17 April 2025;

*Whereas* implementation of the Standards and Recommended Practices in Annex 9 — *Facilitation* to the Convention on International Civil Aviation, 1944 is essential to facilitate the clearance of aircraft, passengers and their baggage, cargo and mail and manage challenges in border controls and airport processes to maintain the efficiency of air transport operations;

*Recalling* ICAO Assembly Resolutions A42-17: *Consolidated statement of continuing ICAO policies, related to facilitation*, A42-16: *Development and implementation of facilitation provisions — combatting human trafficking*, A42-14: *Accessibility in International Civil Aviation*, A42-15: *Assistance to victims of aviation accidents and their families*, A41-12: *Maintaining health and sustaining safe international air transport during public health emergencies affecting air travel*; and A41-11: *Declaration on air transport facilitation affirming global commitment to enable the safe and efficient recovery of aviation from the COVID-19 pandemic*, and to make aviation more resilient in the future, that enshrine the global commitment of Member States and ICAO to enhance air transport facilitation;

*Emphasizing* the need for Member States to support actively ICAO's efforts to improve air transport facilitation through voluntary contributions, including the secondment of staff, and to promote closer collaboration with national and international agencies, including immigration, border control, customs, and public health entities;

*Whereas* air transport facilitation is important to ensure a safe, secure and sustainable civil aviation sector;

*Whereas* the implementation of Facilitation Standards and Recommended Practices is essential to achieve global alignment and harmonization of passenger, crew, aircraft, and cargo processing;

*Whereas* engaging actively in international frameworks and decision-making for a is required in order to streamline and continually improve facilitation and traveller identification;

*Acknowledging* that air transport has an essential role in connecting people, facilitating trade, improving sustainable social, and economic development and consequently the quality of life, while ensuring that international civil aviation continues to contribute to the achievement of the relevant United Nations Sustainable Development Goals (SDGs);

*Whereas* humanitarian response in major crisis relies heavily on swift transportation aid and relief by air;

*Acknowledging* the ongoing work of ICAO in leading global efforts to standardize and improve air transport facilitation measures through the development of Annex 9, the ICAO Traveller Identification Programme (TRIP) Strategy, and the ICAO Public Key Directory (PKD) programmes, as well as through the establishment of technical specifications, policies, guidance material, capacity building and assistance, and collaboration with relevant international organizations;

*Acknowledging* the various specialized skillsets needed for air transport facilitation; and

*Recognizing* the importance of an effective crisis response framework for future public health-related crises that draws on relevant guidance, best practices, integrated risk management approaches, and lessons learnt from the COVID-19 pandemic to enable the international aviation community to rapidly respond to a public health-related crisis; and building resilience to future similar outbreaks.

*The Assembly:*

1. *Requests* Member States to strengthen mechanisms for establishing robust partnerships with immigration and border control agencies, customs, public health authorities and all stakeholders involved in the management of border crossing in order to foster a unified and comprehensive approach to air transport facilitation;
2. *Requests* Member States to develop a strategic, prioritized, forward-looking vision that addresses emerging trends, technological advancements, and global imperatives such as seamless movement of people and goods, inclusivity and sustainability;
3. *Urges* Member States to actively engage in the development of relevant international legal and administrative frameworks that support the evolving needs of international civil aviation and facilitation, particularly in the areas of civil registration, digital identity, biometric recognition, advance passenger information, passenger name record data, and seamless passenger and crew processing;
4. *Requests* Member States to consider sustainable funding mechanisms that ensure the long-term viability of facilitation programmes and the continuous improvement of air transport;
5. *Requests* Member States to actively engage in activities and take measures that support the achievement of the relevant United Nations Sustainable Development Goals (SDGs);
6. *Urges* Member States to work closely to support the value and importance of ICAO's 'No Country Left Behind' strategic goal that aims to help States and provide expertise and resources through the provision of targeted and effective air transport facilitation assistance and capacity-building to States in need;
7. *Urges* Member States to give humanitarian missions the maximum access to airspace and airports;
8. *Requests* the Council to review and enhance the ICAO provisions to facilitate the operations of humanitarian flights;
9. *Urges* Member States and ICAO to prioritize the inclusion and accessibility of air transport services to persons with visible and non-visible disabilities and reduced mobility by ensuring their involvement in decision-making processes, ensuring multi-stakeholder cooperation and civil society engagement, fostering data collection and sharing, and advancing standardized personnel training, among other efforts in order to achieve a disability-inclusive air transport system;
10. *Urges* Member States to take measures to ensure that procedures in place to combat trafficking in persons are based on a comprehensive policy and include reporting systems and relevant competent authorities' points of contact, and to recommend appropriate training of airport and aircraft operators' personnel in direct contact with the travelling public;
11. *Requests* Member States to improve passenger travel experience and cargo facilitation by enhancing efficiency of the movement of aircraft, passengers, crew and cargo;
12. *Requests* Member States to promote interoperability in all passenger processing efforts, whether involving manual or automated processes or some combination thereof;
13. *Urges* Member States to take measures and or actions to address air transport Facilitation issues related to refugees and stateless persons by partnering with national and international human rights institutions;

14. *Urges* Member States to take measures to collaboratively improve the handling of inadmissible persons situations between national authorities and the airline industry, and in accordance with Annex 9 provisions;
15. *Urges* Member States to take a strategic, proactive and collaborative approach to the implementation of innovative technologies that can improve all aspects of air transport facilitation, including border control, by ensuring that endorsed technologies are properly implemented, generalized and used across all aspects of Facilitation, to enhance processes related to passengers, crew, aircraft, cargo and mail, and by considering the adoption and integration of innovative technologies that address existing Facilitation challenges;
16. *Reminds* Member States to encourage robust partnerships with immigration and border control agencies, customs, public health authorities to optimize the efficiency and effectiveness of the flow of passengers and goods;
17. *Requests* Member States to focus on recruitment and training efforts;
18. *Urges* Member States to work to attract the next generation of facilitation professionals while promoting policies and initiatives that enhance diversity, equity, and inclusion, including efforts to bridge the gender gap within the aviation industry;
19. *Requests* the Council to strengthen ICAO's leadership role in the ongoing implementation and evolution of the ICAO Traveller Identification Programme (TRIP) Strategy, including the development of advanced technical specifications for travel documents and digital credentials ensuring data interoperability, and mechanisms for their efficient validation;
20. *Requests* the Council to support the ICAO Public Key Directory (PKD) and its active use internationally, advocating for its use in both governmental and private sectors to provide the foundation for the verification of travel documents and related digital credentials globally;
21. *Urges* Member States to work collaboratively with the public health sector and relevant stakeholders to develop a national aviation plan in preparation for the outbreak of a communicable disease posing a public health risk, ensuring that air transport can continue safely and efficiently in all circumstances; this plan should be developed in line with the World Health Organizations' International Health Regulations;
22. *Urges* Member States to communicate public health-related entry requirements to the travelling public and all stakeholders in the aviation community in a timely manner, and regularly assess the possibility of eminent public health threats and promptly apply contingency measures;
23. *Urges* Member States to actively engage in the activities of the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA); and
24. *Declares* that this Resolution supersedes Resolution A41-17.

**Resolution A42-18: Consolidated statement on continuing ICAO policies related to aviation security**

*Whereas* it is considered desirable to consolidate Assembly resolutions on continuing ICAO policies related to aviation security in order to facilitate their implementation and practical application by making their texts more readily available, understandable and logically organized;



*Whereas* in Resolution A41-18 the Assembly resolved to adopt at each session a consolidated statement on continuing ICAO policies related to aviation security; and

*Whereas* the Assembly has reviewed proposals by the Council for the amendment of the consolidated statement on continuing ICAO policies related to aviation security in Resolution A41-18, Appendices A to G inclusive, and has amended the statement to reflect the decisions taken during the 42nd Session.

*The Assembly:*

1. *Resolves* that the Appendices attached to this resolution constitute the consolidated statement on continuing ICAO policies related to aviation security, as these policies exist at the close of the 42nd Session of the Assembly;
2. *Resolves* to request that the Council submit for review at each ordinary session a consolidated statement on continuing ICAO policies related to aviation security; and
3. *Declares* that this resolution supersedes Resolution A41-18.

## **APPENDIX A**

### **General policy**

*Whereas* the development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet its abuse can become a threat to general security;

*Whereas* acts of unlawful interference against civil aviation remain a threat to its safe and orderly development and thus civil aviation shall be effectively protected;

*Whereas* the evolving nature of the threat of harmful acts, including the new threat of improvised incendiary devices (IID) placed on air cargo and other abuses of the air cargo system for nefarious purposes, concealed explosive devices, landside attacks, surface-to-air threats, including man-portable air defence systems (MANPADS), other attacks from a distance, chemical threats, attacks using unmanned aircraft systems (UAS), use of aircraft as a weapon, cyber-attacks and other acts of unlawful interference against civil aviation, including, in particular, the insider threat, that has a serious adverse effect on the safety, efficiency and regularity of international civil aviation, endangering the lives of persons on board and on the ground and undermining people's confidence in the safety of international civil aviation;

*Whereas* the sophistication of certain threats, attack scenarios and improvised devices targeting air transport is increasing;

*Whereas* all acts of unlawful interference against international civil aviation constitute a grave offence in violation of international law;

*Recalling* that Resolutions A27-12 and A29-16 remain in force;

*Recognizing* that the exploitation of the aviation sector for a variety of criminal activities, including the illicit transport of narcotics and psychotropic substances by air, as well as the trafficking of humans, wildlife, and other illicit goods can reveal or exacerbate vulnerabilities that could be exploited by those

aiming to carry out acts of unlawful interference;

*Recalling* Resolution A40-12 on the Declaration on Aviation Security;

*Mindful* of the importance of a common United Nations (UN) approach involving cooperation and coordination among all relevant UN bodies and specialized agencies in recognizing the aviation sector as critical infrastructure on which national security, prosperity and development, as well as the global economy are dependent;

*Mindful* of United Nations Security Council resolutions (UNSCR) 2178 (2014), 2309 (2016), 2341 (2016), 5 (2017), 2396 (2017), 2482 (2019) and 2617 (2021) related to threats to international peace and security caused by terrorist acts;

*Mindful* of the United Nations Global Counter-Terrorism Strategy (2006) as a global instrument to enhance national, regional and international efforts to counter terrorism, which 8th review was adopted in 2023 by the UN General Assembly resolution (A/RES/77/298);

*Mindful* of the United Nations Security Council Counter-Terrorism Committee Delhi Declaration (2022) on countering the use of new and emerging technologies for terrorist purposes;

*Mindful* of the efforts by ICAO and its Member States to implement the UN Global Counter-Terrorism Strategy to enhance international, regional and national efforts to counter terrorism, including to take practical steps to strengthen Member State capacity to counter terrorist threats and to reinforce the coordination of the counter-terrorism activities undertaken by the UN System;

*Recognizing* that global consultations and outreach efforts with Member States to elaborate and refine the elements of the Global Aviation Security Plan (GASeP) successfully led to the initial adoption of the Plan by the Council in November 2017, and adoption of the Second Edition of the GASeP in June 2024;

*Recognizing* increased efforts that need to be made by Member States towards the GASeP aspirational goal to achieve and maintain a strong global aviation security system that is underpinned by full and effective implementation of ICAO aviation security Standards in all Member States, with the collective support of other Member States, ICAO, regional organizations, industry and all other stakeholders;

*Recognizing* the importance of the implementation and promotion of global security practices, by both ICAO and Member States, that are risk-based, appropriate and proportionate to the threat;

*Emphasizing* the need to maintain vigilance as the perceived absence of major aviation security incidents does not mean the risk is lower, and that proactive measures remain essential;

*Recognizing* the ongoing need to promote the enhancement of security awareness and a strong and effective security culture in aviation, by Member States, industry and other stakeholders;

*Mindful* of the Regional Roadmaps adopted at Regional Conferences on Aviation Security held in Egypt, Panama, Portugal and Thailand between 2017 and 2018;

*Recalling* the Communiqué of the Second High-level Conference on Aviation Security held in Montréal in November 2018, and the conference conclusions and recommendations;

*Mindful* of the Muscat Ministerial Declaration on Aviation Security and Aviation Cybersecurity adopted at

ICAO Security Week 2024 in Muscat, Oman on 11 December 2024;

*Recalling* the importance of Member States taking a comprehensive view of aviation security and other aviation disciplines, maintaining effective coordination among their different bodies to ensure consideration of all appropriate information, and assessment of the consequences of any measures on civil aviation activities, in particular on aviation safety;

*Recognizing* that air cargo plays a crucial role in transporting essential goods, including medical supplies and vaccines, as witnessed during the COVID-19 pandemic;

*Recalling* the Joint Communiqués issued by the ICAO-World Customs Organization (WCO) Joint Conferences on Enhancing Air Cargo Security and Facilitation, held in Singapore in July 2012, in Manama, Bahrain in April 2014, and in Kuala Lumpur, Malaysia in July 2016;

*Whereas* acts of sabotage or attempted sabotage in the form of incendiary devices placed in air cargo and/or mail introduce new security and safety risks to global supply chains and have devastating consequences for interconnected national economies and global commerce; and

*Reaffirming* the importance of ensuring a safe, secure, and orderly flow of traffic with operational readiness of aviation, and to ensure the long-term resilience of international aviation and incorporate the lessons learned from the current and past global events.

*The Assembly:*

1. *Strongly condemns* all acts of unlawful interference against civil aviation wherever and by whomsoever and for whatever reason they are perpetrated;
2. *Notes with abhorrence* all acts and attempted acts of unlawful interference aimed at the destruction of civil aircraft in flight and civil airports by surface-to-air threats, incendiary threats to air cargo and mail and the supply chain, attacks using UAS and other attacks from a distance, and the misuse of civil aircraft as a weapon of destruction and the death of persons on board and on the ground;
3. *Reaffirms* that protecting aviation against complex and sophisticated threats is critical for the sustainability of air transport and aviation security and cybersecurity must continue to be treated as a matters of highest priority and appropriate resources should be made available by ICAO and its Member States as applied to other aspects of civil aviation;
4. *Calls upon* all Member States to confirm their resolute support for the established policy of ICAO by applying the most effective security measures as required and recommended in Annex 17 — *Aviation Security* and security- related provisions in Annex 9 — *Facilitation*, individually and in cooperation with one another, to prevent acts of unlawful interference and to punish the perpetrators, planners, sponsors, sophisticated actors and financiers of conspirators in any such acts;
5. *Reaffirms* ICAO's responsibility to facilitate the consistent and uniform resolution of questions which may arise between Member States in matters affecting the safe and orderly operation of international civil aviation throughout the world;
6. *Directs* the Council to continue, as an urgent priority, its work relating to measures for the prevention of acts of unlawful interference, and ensure that this work is carried out with the highest efficiency and responsiveness;

7. *Calls upon* ICAO and its Member States to implement UNSCR 2178, 2309, 2341, 2395, 2396 and 2482 in accordance with their respective competencies and collectively demonstrate ICAO's global leadership in safeguarding international civil aviation against acts of unlawful interference;
8. *Calls upon* ICAO and its Member States to implement the United Nations Global Counter-Terrorism Strategy and the United Nations Security Council Counter-Terrorism Committee Delhi Declaration on countering the use of new and emerging technologies for terrorist purposes, particularly those stipulated in the non-binding guiding principles on threats posed by terrorist use of UAS;
9. *Recognizing* the leadership role of ICAO in the area of aviation security, directs the Secretary General to raise the profile of aviation security within ICAO and its regional offices and ensure the long-term sustainability of the Organization's aviation security programme within the context of the Regular Budget;
10. *Urges* all Member States to continue to financially support the Organization's aviation security activities with voluntary contributions in the form of human and financial resources beyond those budgeted for under the regular budget;
11. *Urges* all Member States to ensure effective implementation of ICAO Standards and strive to achieve together the aspirational goal of the ICAO Global Aviation Security Plan (GASeP) and its six Priority Areas, and to actively participate in global and regional efforts in pursuit of such aspirational goal;
12. *Directs* the Council to ensure the regular review of the GASeP by the Aviation Security Panel so that it remains relevant, its priorities address existing and emerging threats and continues to serve as a useful tool for supporting Member States' efforts to achieve full implementation of Annex 17 — *Aviation Security*;
13. *Directs* the Council to consider the lessons learned from the implementation of the GASeP taking into account the global milestones for 2027, 2030 and 2033 as checkpoints at which the global community will assess the progress made along with a progress monitoring mechanism using existing processes and tools to assist ICAO, Member States and stakeholders in ensuring continuous improvement in aviation security;
14. *Directs* the Secretary General to continue reviewing and improving the ICAO aviation security plans and programmes holistically, using consultative mechanisms with Member States and industry, to ensure these plans and programmes are still serving their intended purpose and are adapting to the new and emerging aviation security challenges, while considering innovative approaches to further improve or enhance their effectiveness. Results of the reviews, including any recommendations, should be reported to the Council on a regular basis; and
15. *Urges* all Member States, industry and other stakeholders to continue to take practical actions towards the enhancement of security culture in aviation to support the effective implementation of security measures, and promote security awareness and optimal security behaviour by all entities and individuals.

## **APPENDIX B**

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

a) *International air law instruments*

*Whereas* the protection of civil aviation from acts of unlawful interference has been enhanced by the *Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Tokyo, 1963), by the *Convention for the Suppression of Unlawful Seizure of Aircraft* (The Hague, 1970), by the *Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation* (Montréal, 1971), by the *Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation* (Montréal, 1988), by the *Convention on the Marking of Plastic Explosives for the Purpose of Detection* (Montréal, 1991), by the *Convention for the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing, 2010), by the *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing, 2010), by the *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Montréal, 2014), and by bilateral agreements for the suppression of such acts;

*The Assembly:*

1. *Urges* Member States which have not yet done so to become parties to the *Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Tokyo, 1963), to the *Convention for the Suppression of Unlawful Seizure of Aircraft* (The Hague, 1970), to the *Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation* (Montréal, 1971) and the 1988 *Supplementary Protocol to the Montréal Convention*, to the *Convention on the Marking of Plastic Explosives for the Purpose of Detection* (Montréal, 1991), to the *Convention for the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing, 2010), to the *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing, 2010), and to the *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft* (Montréal, 2014)<sup>1</sup>;
2. *Calls upon* Member States not yet parties to the above-mentioned air law instruments to give effect, even before ratification, acceptance, approval or accession, to the principles of those instruments and *calls upon* Member States which manufacture plastic explosives to implement the marking of such explosives as soon as possible; and
3. *Requests* the Secretary General to continue to remind Member States of the importance of becoming parties to the Tokyo, The Hague, Montréal and Beijing Conventions, to the 1988 *Supplementary Protocol to the Montréal Convention*, to the 2010 *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft*, to the 2014 *Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft*, and to the *Convention on the Marking of Plastic Explosives for the Purpose of Detection*, and to provide assistance requested by Member States encountering any difficulties in becoming parties to these instruments.

b) *Enactment of national legislation and conclusion of appropriate agreements*

*Whereas* deterrence of acts of unlawful interference with civil aviation can be greatly facilitated through the enactment by Member States of national criminal laws providing severe penalties for such acts;

*The Assembly:*

1. *Calls upon* Member States to give special attention to the adoption of adequate measures against persons committing, planning, sponsoring, financing or facilitating acts of unlawful interference

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<sup>1</sup> Lists of States Parties to aviation security legal instruments can be found at [www.icao.int](http://www.icao.int) under the ICAO Treaty Collection

against civil aviation, and in particular to include in their legislation rules for the severe punishment of such persons; and

2. *Calls upon* Member States to take adequate measures relating to the extradition or prosecution of persons committing acts of unlawful interference against civil aviation by adopting appropriate provisions in law or treaty for that purpose and by concluding appropriate agreements to provide for the extradition of persons committing criminal attacks on international civil aviation.

## **APPENDIX C**

### **Implementation of technical security measures**

*Whereas* protection of civil aviation against acts of unlawful interference requires continued vigilance and development and implementation of actions to mitigate the threat, including those in Annex 17 – *Aviation Security* and security- related provisions in Annex 9 — *Facilitation*, by Member States;

*Whereas* a clear need exists for the strengthening of security to be applied to all phases and processes associated with the carriage of persons, their cabin and hold baggage, cargo, mail, courier and express parcels, and in protecting civil aviation against cyber-attacks, and threats to the landside areas of airports, as well as attacks carried out or facilitated by insiders;

*Whereas* threats to the air cargo and mail systems as a whole, including incendiary threats to air cargo and mail and global supply chains resulting from attempted sabotage through placement of IIDs on aircraft require a global approach in the development and implementation of security requirements and best practices, including continued information sharing and cooperation with relevant international organizations, such as the World Customs Organization (WCO), Universal Postal Union (UPU), International Maritime Organization (IMO), and United Nations Office on Drugs and Crime (UNODC). In this regard States should share new best practices that have been implemented to mitigate the threat posed by IIDs or when new technology has been developed to aid in the detection of IIDs;

*Whereas* the responsibility for ensuring that security measures are applied by government agencies, airport authorities, aircraft operators and other entities rests with the Member States;

*Whereas* the effective implementation of the security measures advocated by ICAO is an effective means of preventing acts of unlawful interference with civil aviation;

*Whereas* a broad set of risk management strategies and tools must be employed to align security measures with security risk in order to ensure the effectiveness and sustainability of aviation security measures, taking into account any unintended impact on the safety of civil aviation. In turn, effective coordination of aviation safety, security, and cybersecurity will benefit from shared knowledge and strengthened efforts;

*Whereas* countermeasures for protection of civil aviation can only be effective through employment of highly trained and competent security personnel, in addition to background checks, certification and quality control;

*Whereas* the integration of a robust security culture for all personnel, in both security and non-security functions, at all levels and across the entire aviation domain, is imperative to the development and sustainability of an effective security environment;

*Whereas* technology, process innovations and appropriate training are required to achieve effective and efficient aviation security and facilitation measures for passengers and cargo, and in defining the future of security screening regimes, while recognizing the specialist skills needed to operate and manage current and emerging aviation security technologies, and hire and train staff for their use, while pursuing efforts to attract the next generation of aviation professionals; and

*Recognizing* that the timely and efficient testing and certification of both current and rapidly advancing aviation security equipment is critical to strengthening global aviation security and meeting the growth in passenger traffic.

*The Assembly:*

1. *Urges* the Council to continue to attach the highest priority to the adoption of effective, evidence- and risk- based, and operationally-viable measures for the prevention of acts of unlawful interference commensurate with the current threat to the security of international civil aviation, to take into account the innovative and evolving nature of that threat, and to keep up to date the provisions of Annex 17 to the Chicago Convention from a threat and risk perspective;
2. *Urges* all Member States on an individual basis and in cooperation with other Member States to take all possible measures for the prevention of acts of unlawful interference, in particular, those required or recommended in Annex 17 as well as those recommended by the Council;
3. *Reiterates* the responsibility of all Member States for the implementation of effective aviation security measures within their territory, taking into account the evolving threat;
4. *Urges* Member States to fully and sustainably implement Annex 17 — *Aviation Security* and the security-related provisions of Annex 9 — *Facilitation*, to intensify their efforts for the implementation of existing Standards and Recommended Practices (SARPs), and procedures relating to aviation security, to monitor such implementation, to rectify any gaps or deficiencies as a matter of urgency, to take all necessary steps to prevent acts of unlawful interference against international civil aviation and to give appropriate attention to the guidance material contained in the ICAO *Aviation Security Manual* (Doc 8973 — Restricted), ICAO *Aviation Security Training Manual* (Doc 10207), and other security-related guidance material available on the ICAO public website;
5. *Encourages* Member States to place high importance on the Standards that respond to the insider threat and ensure their effective implementation within their respective jurisdictions, and to continue adapting and adopting measures against this threat;
6. *Encourages* Member States to promote aviation security as a fundamental component of national, social and economic priorities, planning and operations;
7. *Encourages* Member States to work in partnership with industry to develop, conduct operational trials of, and implement effective security measures and innovative technologies, techniques and processes;
8. *Urges* Member States and relevant entities to collaborate and improve procedures for the certification of security equipment, aiming to reduce delays and eliminate fragmentation, thereby enhancing global aviation security;
9. *Encourages* Member States and industry to coordinate their efforts to evolve aviation security screening to become more agile in responding to new threats, more seamless and passenger-centric while

ensuring security objectives in Annex 17 — *Aviation Security* are constantly met;

10. *Encourages* Member States and all aviation entities to promote a strong and effective security culture in aviation; including the development of security awareness programmes and campaigns among workforces and the general public that emphasize that security is everyone's responsibility;

11. *Urges* Member States to secure resources to ensure qualified and competent professionals are available to regulate, operate, maintain and oversee the effective implementation of measures related to aviation security;

12. *Encourages* Member States to implement effective oversight, including remote techniques when restrictions or other circumstances do not allow for on-site monitoring activities, over all aspects of their aviation security regime in order to ensure that security measures are effectively and sustainably implemented;

13. *Encourages* Member States, pursuant to their domestic laws, regulations and aviation security programmes, and in accordance with applicable SARPs, to promote the implementation of aviation security measures in a practical manner to:

- a) broaden existing cooperation mechanisms among Member States and industry, as appropriate, for prompt information exchange and the early detection of security threats to civil aviation operations, including cyber threats. At the technical level, this prompt sharing of information should include all relevant experts;
- b) share expertise, best practices and information relating to preventive security measures, including screening and inspection techniques, the detection of explosives and incendiary devices, airport security behavioural detection, screening and credentialing of airport staff, human resource development and the research and development of relevant technologies;
- c) use advanced technologies to detect prohibited items and materials and to prevent the carriage of such items and materials on board aircraft while respecting the privacy and safety of individuals;
- d) define aviation security measures that are evidence and risk-based, appropriate and proportionate to the threat, effective, efficient, multi-layered, operationally-viable, economically- and operationally-sustainable, and take into account the impact on passengers, crew and on legitimate trade;
- e) intensify efforts in securing the air cargo and mail security system, particularly in mitigating incendiary threats to air cargo and mail:
  - 1) developing a strong, sustainable and resilient air cargo and mail security framework;
  - 2) implementing robust security standards effectively and sustainably;
  - 3) adopting a total supply chain approach to air cargo and mail security, if appropriate;
  - 4) establishing and strengthening oversight and quality control of air cargo and mail security;
  - 5) engaging in bilateral and multilateral cooperative efforts to coordinate actions



- to harmonize and enhance air cargo and mail security and secure the global air cargo supply chain;
  - 6) sharing best practices and lessons learned with other Member States to enhance the overall level of air cargo and mail security; and
  - 7) strengthening initiatives to intensify capacity-building and innovation in air cargo and mail security;
- f) address the potential misuse of UAS and Advanced Air Mobility (AAM) systems, and apply security measures in order to prevent their use in acts of unlawful interference;
- g) ensure that civil aviation security threat and risk assessments within their respective territories and airspace are performed continually, use these assessments to appropriately inform counter-measure development and adjust aviation security policy settings, and provide information to relevant stakeholders in a timely manner on all possible risks to civil aviation;
- h) address the risk of attacks in landside areas, including terminal buildings, by working with all stakeholders to:
- 1) maintain an appropriate balance between the needs of effective and sustainable security measures and passenger facilitation;
  - 2) implement a set of risk-based measures that are flexible and practical, with clearly defined responsibilities among relevant actors;
  - 3) avoid, to the extent possible, the creation of vulnerabilities posed by areas of mass gathering either inside or proximate to the terminal; and
  - 4) sustain a culture of constant vigilance, deterrence, prevention, response and resilience in a coordinated manner in the face of evolving threats;
- i) ensure the protection of civil aviation against cyber-attacks and cyber threats; and
- j) address the risk posed by insiders through the exploitation of staff and their privileged access to secure areas and sensitive security information.

14. *Calls upon* Member States, while respecting their sovereignty, to minimize disruption to air travel resulting from confusion or inconsistent interpretation of Standards by cooperating and coordinating actions in order to implement SARPs and guidance consistently, efficiently and effectively and by providing clear, well-timed and readily available information to the travelling public;

15. *Calls upon* Member States, when requesting another State to apply security measures to protect aircraft flying into its territory, to take fully into account the security measures already in place in the requested State and, where appropriate and continuously validated, to recognize those measures as equivalent to reduce duplication;

16. *Requests* ICAO to:

- a) ensure that the provisions of Annex 17 — *Aviation Security* and Annex 9 — *Facilitation* are compatible with and complementary to each other;
- b) continue to promote the development of effective and innovative security processes and concepts, through awareness-raising regional and sub-regional aviation security events at the

request of the Member States concerned, including in cooperation with industry stakeholders and equipment manufacturers to develop the next generation of passenger and cargo screening processes;

- c) continue to support the work of the Aviation Security Panel in addressing new and existing threats to civil aviation, and to develop appropriate preventive evidence and risk-based measures and guidance material;
- d) encourage States and stakeholders to pursue strengthened cooperation through bilateral or multilateral arrangements, as appropriate, in order to improve information sharing mechanisms, and testing capabilities and certification for security equipment, addressing the evolving global aviation security threat picture;
- e) promote the development of recognition of equivalence processes with the goal of assisting Member States in achieving mutually beneficial arrangements, including one-stop security arrangements, which recognize the equivalence of their aviation security measures where these achieve the same outcomes, consistent with Annex 17 requirements, and which are based on an agreed comprehensive and continuous validation process and effective ongoing exchange of information regarding their respective aviation security systems and do not create vulnerabilities and introduce new risks into the aviation network; and
- f) continue to address other threats and risks, including complex and sophisticated ones, cyber threats to aviation security, risks to landside areas of airports and air traffic management security, in consultation with the Aviation Security Panel and the Cybersecurity Panel.

17. *Directs* the Secretary General to update and amend at appropriate intervals the ICAO *Aviation Security Manual* (Doc 8973 — Restricted ) and develop new guidance material designed to assist Member States in responding to new and existing threats to aviation and implementing the specifications and procedures related to civil aviation security;

18. *Directs* the Secretary General to update and amend at appropriate intervals the ICAO *Aviation Security Training Manual* (Doc 10207) and develop new guidance material designed to assist Member States in the recruitment, selection, and training of their staff, including consideration for quality assurance and human factors, while implementing the specifications and procedures related to civil aviation security;

19. *Directs* the Secretary General to ensure the periodic review and updating of the ICAO *Aviation Security Global Risk Context Statement* (Doc 10108 — Restricted), which provides a risk assessment methodology for aviation security which may be considered by Member States for use in further developing their own national risk assessments and to include risk-based assessments, in line with Doc 10108, with any recommendations for the adoption of new or amended aviation security measures in Annex 17 or in any other ICAO document;

20. *Directs* the Secretary General to ensure that appropriate fields of expertise are engaged in the assessment of aviation security risks and the development of SARPs, specifications, guidance material, and other mean to address issues of aviation security, including coordination with other panels;

21. *Directs* the Council to continually assess the Aviation Security Panel terms of reference and establish governance procedures to ensure there are no constraints on the Panel's ability to consider the full scope of aviation security issues; and

22. *Directs* the Secretary General to continue to ensure that aviation security is appropriately positioned as a core tenet and functional component of the ICAO Secretariat, commensurate with its criticality to the advancement, sustainability, and safe and orderly development of international civil aviation.

## **APPENDIX D**

### **The ICAO Universal Security Audit Programme – Continuous Monitoring Approach**

*Whereas* the ICAO Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA) has been successful in meeting the mandate of Resolution A41-18, Appendix D;

*Whereas* one of the primary objectives of the Organization continues to be ensuring the security of international civil aviation worldwide;

*Whereas* Member States are committed to compliance with Annex 17 — *Aviation Security* Standards, and the security-related Standards of Annex 9 — *Facilitation*;

*Whereas* the establishment of an effective aviation security oversight system by Member States supports the implementation of international aviation security Standards and Recommended Practices (SARPs) and contributes to this objective;

*Recalling* that the ultimate responsibility to ensure the security of civil aviation rests with Member States;

*Considering* that the USAP-CMA has proven to be instrumental in the identification of aviation security concerns and in providing recommendations for their resolution, and that the Programme continues to enjoy the support of Member States, serving as a catalyst for their continued efforts to meet their international obligations in the field of aviation security;

*Considering* that USAP-CMA audit results make an important contribution to the understanding of the aviation security posture globally, regionally, and in individual Member States; and that compiled USAP-CMA data can also be used to ascertain whether Member States are reaching the milestones set out in the GAsEP and can help inform the Aviation Security Panel in prioritizing areas of work including in the development and update of Annex 17;

*Recognizing* that the effective implementation of State corrective action plans to address deficiencies identified through USAP-CMA audits is an integral and crucial part of the monitoring process in order to achieve the overall objective of enhancing global aviation security;

*Recognizing* the importance of a limited level of disclosure with respect to ICAO aviation security audit results, balancing the need for Member States to be aware of unresolved security concerns with the need to keep sensitive security information out of the public realm;

*Considering* the approval by the Council of a mechanism to address significant security concerns (SSeCs) in a timely manner;

*Recognizing* the importance of a coordinated strategy for facilitating assistance to Member States through the high- level Secretariat Monitoring and Assistance Review Board;

*Recognizing* that the continuation of the USAP-CMA, and the continued evolution of this programme, is essential to create mutual confidence in the level of aviation security between Member States and to encourage the adequate implementation of security-related Standards;

*Recognizing* that the USAP-CMA has recovered from the impact of the COVID-19 pandemic by increasing the number of audits conducted during the past triennium, largely funded by voluntary contributions; and

*Recalling* that the 41st Session of the Assembly requested the Council to report on the overall implementation of the USAP-CMA.

*The Assembly:*

1. *Notes* that the USAP-CMA contributes to global aviation security through auditing and continuous monitoring of the aviation security performance of Member States;
2. *Requests* the Secretary General to ensure that the USAP-CMA continues to assess and measure the sustainable and effective implementation of Annex 17 Standards, including risk-based approaches to their compliance as appropriate, and security-related Standards of Annex 9, and that audit prioritization is based on risk, and that USAP-CMA addresses serious deficiencies in a timely manner;
3. *Expresses its appreciation* to Member States for their cooperation in the USAP-CMA audit process and for making available security experts to be certified as USAP-CMA auditors to serve as short-term experts for the conduct of USAP-CMA audits, as well as long-term experts to act as USAP-CMA audit team leaders;
4. *Requests* the Council to ensure the continuation and sufficient resourcing of the USAP-CMA and to oversee its activities, as it monitors Member States' ability to establish and maintain sustainable aviation security systems, in compliance with the ICAO security-related Standards, and implementation of corrective action plans to address deficiencies identified during USAP-CMA audits in a timely manner;
5. *Urges* the ICAO Secretariat, to continue to improve the effectiveness and efficiency of the programme, while maintaining its quality, in consultation with the Secretariat Study Group on the USAP-CMA and with the assistance of the Aviation Security Panel members and observers, as appropriate;
6. *Endorses* the policy of a limited level of disclosure of USAP-CMA audit results including the prompt notification of the existence of significant security concerns;
7. *Urges* all Member States to give full support to ICAO by:
  - a) signing the Memorandum of Understanding regarding the USAP-CMA;
  - b) preparing and submitting to ICAO all required documentation according to established timelines prior to USAP-CMA activities as scheduled by ICAO;
  - c) facilitating the work of USAP-CMA teams during the conduct of USAP-CMA activities;
  - d) preparing and submitting an appropriate corrective action plan to address deficiencies identified during USAP-CMA activities; and
  - e) implementing those corrective measures within timelines agreed upon between Member

States and ICAO.

8. *Urges* all Member States to accept audits as scheduled by ICAO, unless prevented from doing so by force majeure, to ensure the provision of timely and relevant information in support of other ICAO programmes and activities, and prevent negative financial and administrative impacts on the audit programme;
9. *Requests* the Secretary General to ensure the long-term financial sustainability of the USAP-CMA by taking measures to incorporate the funding requirements for staffing and its activities within the Regular Programme Budget as soon as possible; and
10. *Requests* that the Council submit a progress report to the next ordinary session of the Assembly on the implementation of the USAP-CMA.

## APPENDIX E

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

*Whereas* the implementation of technical measures for the prevention of acts of unlawful interference with international civil aviation requires financial resources and training of personnel;

*Whereas* notwithstanding assistance given, some countries, in particular developing countries, lack aviation security oversight capacity and still face difficulties in fully implementing preventive measures due to insufficient financial, technical and material resources; and

*Reaffirming* the value and importance of ICAO's *No Country Left Behind* Strategic Goal that aims to help States in need by delivering expanded access to targeted and effective aviation security and cybersecurity training, assistance and capacity-building while promoting long-term self-sustainability for States.

*The Assembly:*

1. *Directs* the Secretary General to promote efforts worldwide by Member States and other aviation entities to deliver effective technical assistance and support for Member States by encouraging coordinated, targeted and prioritized international aviation security capacity-building activities guided by the ICAO Aviation Security Assistance and Capacity Building Strategy;
2. *Urges* Member States to voluntarily contribute financial and in-kind resources to increase the reach and impact of ICAO aviation security enhancement activities;
3. *Directs* the Secretary General to ensure that contributions received for aviation security implementation support and development activities be fully committed to those activities only;
4. *Urges* Member States able to do so to assist in the delivery of effective and targeted capacity-building activities in the area of aviation security. Such activities should include training, technical assistance and implementation support and development, technology transfers and the provision of other necessary resources, where it is needed to enable all Member States to achieve an enhanced and effective aviation security regime;
5. *Invites* Member States to take advantage of ICAO's capacity to provide, facilitate or

coordinate short-term remedial assistance and long-term assistance to remedy deficiencies in their implementation of Annex 17 SARPs, and ICAO's capacity to make best use of USAP audit results for defining and targeting aviation security capacity- building activities for the benefit of Member States in need;

6. *Invites* Member States to consider requesting assistance from other international and regional organizations to meet their technical assistance requirements arising from the need to protect international civil aviation;

7. *Urges* Member States and organizations to share with ICAO information on their assistance programmes and activities in order to promote the efficient and effective use of resources;

8. *Directs* the Secretary General to facilitate the coordination of assistance programmes and activities to the extent possible, including by collecting any available information on such initiatives;

9. *Directs* the Secretary General to monitor and evaluate the quality and effectiveness of ICAO assistance projects and to provide regular reports on the use of financial and in-kind resources and on the measured impacts of such contributions;

10. *Urges* Member States and relevant stakeholders to partner for the organization and delivery of capacity- building activities, documenting the commitments made by each party;

11. *Requests* the Secretary General to update and enhance the ICAO programme of aviation security training, including maintaining and developing training packages and workshops, and promoting other methods of aviation security training such as e-learning and blended learning;

12. *Urges* Member States to contribute to the activities of the ICAO programme of aviation security training;

13. *Requests* the Secretary General to oversee, develop, promote, support, maintain and regularly re-evaluate the ICAO Aviation Security Training Centre (ASTC) network to ensure that aviation security training requirements are met and sound levels of cooperation are achieved; and

14. *Urges* Member States to use ICAO ASTCs for aviation security training.

## **APPENDIX F**

### **Action by the Council with respect to multilateral and bilateral cooperation in different regions of the world**

*Whereas* the rights and obligations of Member States under the international air law instruments on aviation security and under the SARPs adopted by the Council on aviation security could be complemented and reinforced in multilateral and bilateral cooperation between Member States;

*Whereas* the multilateral and bilateral agreements on air services represent the main legal basis for international commercial carriage by air of passengers, baggage, cargo and mail;

*Whereas* provisions on aviation security should form an integral part of the multilateral and bilateral agreements on air services; and

*Whereas* focusing on security outcomes, recognition of equivalence and one-stop security, and respecting the spirit of cooperation defined in multilateral and/or bilateral air services agreements are policy principles whose implementation can contribute significantly to aviation security sustainability;

*The Assembly:*

1. *Recognizes* that success in eliminating threats to civil aviation can only be achieved through the concerted effort of everyone concerned and a close working relationship between national agencies and aviation security regulators of all Member States;
2. *Urges* all Member States to insert into their multilateral and bilateral agreements on air services a clause on aviation security, taking into account the model clause adopted by the Council on 25 June 1986 and the model agreement adopted by the Council on 30 June 1989;
3. *Urges* all Member States to adopt the following key principles as the basis for international cooperation in aviation security and to ensure effective aviation security cooperation among Member States, ICAO and other relevant international organizations:
  - a) respect for the spirit of cooperation defined in bilateral and/or multilateral air services agreements;
  - b) recognition of equivalent security measures; and
  - c) focus on security outcomes;
4. *Urges* all Member States, who have not yet done so, to participate in the ICAO Aviation Security Point of Contact (PoC) Network, established for the communication of imminent threats to civil air transport operations, with the objective of providing a network of international aviation security contacts within each State, and to intensify their coordination and cooperation to ensure the exchange of best practices through the AVSECPaedia;
5. *Urges* ICAO to promote initiatives which enable the establishment of technological platforms for the exchange of aviation security information among Member States;
6. *Requests* that ICAO continue to:
  - a) encourage Member States to report on their experience in cooperating with each other to prevent acts of unlawful interference with international civil aviation;
  - b) analyse differing circumstances and trends in preventing threats to international civil aviation in different regions of the world; and
  - c) prepare recommendations for strengthening measures to deter and prevent such acts of unlawful interference;
7. *Directs* the Council to act with the requisite urgency and expedition to address new and existing threats to civil aviation, seeking to mitigate unnecessary disruption to air travel as a result of confusion or inconsistent implementation or interpretation of necessary measures, facilitating a common and consistent response by Member States, and encouraging clear communication by Member States to the travelling public.

## APPENDIX G

### **International and regional cooperation in the field of aviation security**

*Recognizing* that the threat posed to civil aviation requires development of an effective global response by Member States and concerned international and regional organizations; and

*Recognizing* the development of the United Nations Global Counter-Terrorism Coordination Compact to strengthen the common UN approach to supporting Member States with the implementation of the United Nations Global Counter-Terrorism Strategy and relevant UN resolutions and mandates.

*The Assembly:*

1. *Invites* the Civil Air Navigation Services Organization (CANSO), the International Atomic Energy Agency (IAEA), the International Criminal Police Organization (ICPO/INTERPOL), the International Maritime Organization (IMO), the Organization for Security and Cooperation for Europe (OSCE), the United Nations Counter-Terrorism Committee Executive Directorate (UNCTED), United Nations Office of Counter-Terrorism (UNOCT), the United Nations Office on Drugs and Crime (UNODC), the Universal Postal Union (UPU), the World Customs Organization (WCO), the African Union (AU), the European Union (EU), the Arab Civil Aviation Organization (ACAO), the African Civil Aviation Commission (AFCAC), the European Civil Aviation Conference (ECAC), the Latin American Civil Aviation Commission (LACAC), the International Air Transport Association (IATA), Airports Council International (ACI), the International Federation of Airline Pilots' Associations (IFALPA), the International Business Aviation Council (IBAC), the International Coordinating Council of Aerospace Industries Associations (ICCAIA), the Global Express Association (GEA), the International Federation of Freight Forwarders Associations (FIATA), The International Air Cargo Association (TIACA), and other stakeholders to continue their cooperation with ICAO, to the maximum extent possible, to safeguard international civil aviation against acts of unlawful interference;
2. *Directs* the Council to continue its cooperation with the UN Counter-Terrorism Committee (CTC) in areas of aviation security and border management, in the global effort to combat terrorism and requests the Secretary General to use the Organization's expertise to assist the UN Counter-Terrorism Executive Directorate (UNCTED) in the conduct of country visits to assess the counter-terrorism efforts of Member States including progress made, remaining shortfalls, and priority areas for technical assistance needs, as well as to identify terrorism-related trends and challenges and best practices employed in the implementation of relevant Security Council resolutions;
3. *Directs* the Secretary General to use the Organization's expertise in the field of aviation security and border management to support the work of the UN Global Counter-Terrorism Coordination Compact framework to strengthen the common UN approach to prevent and counter terrorism, and to assist the UN Office of Counter-Terrorism (UNOCT) in their efforts to provide technical assistance and capacity-building support to Member States while ensuring assistance activities are coordinated to avoid duplication of effort and ensure the efficient use of resources; and
4. *Invites* Member States to proactively support ICAO's regional groups in aviation security and cybersecurity, as well as aviation security cooperative programmes where they exist in different regions, which are vital to help States implement ICAO Standards, to enhance operational efficiencies, and promote long-term self-sustainability of States' AVSEC programmes and operations.



## **Resolution A42-19: Addressing Cybersecurity in Civil Aviation**

*Whereas* the global aviation system is a highly complex and interconnected one that comprises data, information and systems which are critical for the safety, security, efficiency and capacity of civil aviation operations;

*Noting* that the aviation sector is increasingly reliant on the availability, and integrity of data, information, and systems, and in certain circumstances, their confidentiality;

*Recognizing* that aviation cybersecurity is critical for the sustainable and efficient development of air transport and therefore should be prioritized and appropriately resourced;

*Mindful* that cyber threats to civil aviation are continuously evolving and growing in scale, sophistication and frequency, that aviation continues to be a target for malicious actors in both the cyber and physical domains, and that cyber threats could pose significant risks to civil aviation's critical infrastructure, potentially jeopardizing aviation safety, security, efficiency or capacity;

*Recognizing* the multi-faceted and multi-disciplinary nature of cybersecurity challenges and solutions and noting that cyber risks can simultaneously affect, and spread through, a wide range of aviation areas;

*Recognizing* that not all cyber incidents affecting the safety, security, efficiency or capacity of civil aviation are unlawful or intentionally targeting civil aviation;

*Reaffirming* the obligations under the *Convention on International Civil Aviation* (Chicago Convention) to ensure the safety, security and continuity of civil aviation;

*Considering* that the *Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing Convention) and *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing Protocol) would enhance the global legal framework for criminalizing cyber-attacks on international civil aviation and therefore wide ratification and implementation of those instruments by Member States would ensure that such attacks would be deterred and punished wherever they occur;

*Reaffirming* the importance and urgency of enhancing the protection and resilience of civil aviation's critical data, information and systems to cyber threats and risks, including common interfaces between civil aviation and other connected sectors;

*Considering* the need to work collaboratively towards the development of an effective and coordinated global aviation cybersecurity framework to address the protection and resilience of the sector to cyber threats and risks in a harmonized and consistent manner;

*Recognizing* ICAO's leadership and work in aviation cybersecurity across aviation disciplines;

*Recognizing* that aviation cybersecurity needs to be harmonized at the global, regional and national levels in order to support the consistency and interoperability of protection and resilience measures and processes;

*Recognizing* the importance for States to develop and implement clear and comprehensive aviation cybersecurity plans, that address laws, regulations, policies, procedures and measures for civil aviation

cybersecurity, including the designation of a competent national authority responsible for aviation cybersecurity in coordination with concerned national authorities and agencies;

*Acknowledging* the value of relevant provisions, guidance material and initiatives designed to address cybersecurity issues in a collaborative and holistic manner; and

*Considering* the outcomes of the 14th Air Navigation Conference held in Montréal from 26 August to 6 September 2024, as well as the provisions of the Muscat Declaration on Aviation Security and Aviation Cybersecurity which was adopted in Muscat – Oman on 11 December 2024.

*The Assembly:*

1. *Urges* Member States to ratify and implement the *Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing Convention) of 2010 and *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing Protocol) of 2010 as a means for dealing with cyber-attacks against civil aviation;

2. *Calls upon* States and industry stakeholders to take the following actions to address cyber threats to civil aviation:

- a) implement the ICAO Aviation Cybersecurity Strategy, and make use of the ICAO Cybersecurity Action Plan as a tool to support its implementation;
- b) develop and implement national aviation cybersecurity plans that address strategic aviation cybersecurity objectives, governance and responsibilities, policies, communications, cyber risk management, incident response and recovery, identity management, capacity building and training, regulatory compliance and audits, monitoring and continuous improvement, documentation and record keeping, with the objective to address cyber threats and risks to civil aviation in a holistic manner across all aviation disciplines;
- c) develop and implement processes and tools that support the implementation and monitoring of aviation cybersecurity plans;
- d) designate the authority competent for aviation cybersecurity as part of the national aviation cybersecurity plan, and define the interaction between that authority and concerned national aviation and non-aviation agencies;
- e) define the responsibilities of national agencies and industry stakeholders with regard to cybersecurity in civil aviation;
- f) secure sufficient resources to ensure the availability and continuous training of qualified and competent aviation and cybersecurity professionals who would be able to regulate, operate, manage, maintain, and oversee the effective implementation of relevant aviation cybersecurity laws, regulations, policies, procedures and measures;
- g) develop and implement a robust cyber risk management framework that integrates cyber risk management into relevant safety, security, efficiency and capacity risk management practices, and adopt a risk-based approach to enhance the protection and resilience of critical civil aviation data, information and systems to cyber threats and risks;

- h) establish laws, regulations, policies, procedures and measures, as appropriate, and allocate adequate resources to ensure that, for critical aviation systems: system architectures are secure by design; systems are protected and resilient; data is secured and available in storage and while in use or in transfer; system monitoring, and cyber incident detection and reporting, methods are implemented; cyber incident response and recovery plans are developed and practiced in coordination with established emergency response and crisis management plans; and forensic analysis of cyber incidents is carried out;
  - i) develop and implement practical actions to enhance cybersecurity culture across all civil aviation entities;
  - j) develop and participate as practical, in government/government and government/industry partnerships and mechanisms, nationally and internationally, for the systematic sharing of information on cyber threats, incidents, vulnerabilities, indicators of compromise, trends, mitigations, best practices and lessons learned;
  - k) develop cooperation mechanisms with relevant national entities, including but not limited to military, law enforcement and cybersecurity authorities, with regard to identifying, protecting, and monitoring common vulnerabilities and information flows that may affect civil aviation systems, and collaborate in the mitigation of, and preparedness for common cyber threats, and in response and recovery from cyber incidents; and
  - l) continue collaborating and contributing to ICAO in the development of ICAO's aviation cybersecurity framework according to a horizontal, cross-cutting and functional approach involving all relevant aviation disciplines, in order to holistically address cyber threats and risks to aviation safety, security, efficiency and capacity.
3. *Instructs* ICAO to:
- a) continue to promote the universal ratification of the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (Beijing Convention) of 2010 and Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (Beijing Protocol) of 2010; and
  - b) continue to ensure that aviation cybersecurity matters are considered and coordinated in a cross-cutting and holistic manner through collaboration between all relevant ICAO bodies.
4. *Declares* that this resolution supersedes Resolution A41-19.

**Resolution A42-20: Consolidated statement of continuing ICAO policies and practices related to environmental protection - General provisions, noise and local air quality**

*Whereas* in Resolution A41-20 the Assembly resolved to continue to adopt at each ordinary Session a consolidated statement of continuing ICAO policies and practices related to environmental protection;

*Whereas* Resolution A41-20 consists of an introductory text and a number of Appendices concerning specific but interrelated subjects; and

Considering the need to reflect developments that have taken place since the 41st Session of the Assembly in the field of aircraft noise and engine emissions;

*The Assembly:*

1. *Resolves* that the Appendices attached to this Resolution and listed below, together with A42-21: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change* and A42-22: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*, constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection, as these policies exist at the close of the 42nd Session of the Assembly:

Appendix A — General

Appendix B — Development of Standards, Recommended Practices and Procedures and/or guidance material relating to the quality of the environment

Appendix C — Policies and programmes based on a “balanced approach” to aircraft noise management

Appendix D — Phase-out of subsonic jet aircraft which exceed the noise levels in Volume I of Annex 16

Appendix E — Local noise-related operating restrictions at airports

Appendix F — Land-use planning and management

Appendix G — Supersonic aircraft — The problem of sonic boom

Appendix H — Aviation impact on local air quality

2. *Requests* the Council to submit the ICAO policies and practices related to environmental protection for review at each ordinary session of the Assembly; and

3. *Declares* that this Resolution, together with A42-21: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*, and A42-22: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*, supersede Resolutions A41-20, A41-21 and A41-22.

## **APPENDIX A**

### **General**

*Whereas* the preamble to the *Convention on International Civil Aviation* states that “the future development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world . . .” and Article 44 of that Convention states that ICAO should “develop the principles and techniques of international air navigation and . . . foster the planning and development of international air transport so as to . . . meet the needs of the peoples of the world for safe, regular, efficient and economical air transport”;

*Whereas* many of the adverse environmental effects of civil aviation activity can be reduced by the application of comprehensive measures embracing technological improvements, more efficient air traffic management and operational procedures, aircraft recycling, the use of clean, renewable and sustainable

energy sources, the appropriate use of airport planning, land-use planning and management, community engagement and market-based measures;

*Whereas* all ICAO Member States agreed to continue to pursue all aviation matters related to the environment and also maintain the initiative in developing policy guidance on these matters, and not leave such initiatives to other organizations;

*Whereas* other international organizations are emphasizing the importance of environmental policies affecting air transport;

*Whereas* the sustainable growth of aviation is important for future economic growth and development, trade and commerce, cultural exchange and understanding among peoples and nations; therefore prompt action must be taken to ensure that it is compatible with the quality of the environment and develops in ways that alleviate adverse impacts;

*Recognizing* that the work of the Organization on the environment contributes to 14 of 17 United Nations Sustainable Development Goals (SDGs);

*Whereas* reliable and best available information on the environmental effects of aviation is essential for the development of policy by ICAO and its Member States;

*Acknowledging* that substantial progress has been achieved in addressing the effects of aviation on the environment, and that aircraft produced today are 80 per cent more fuel efficient and 75 per cent quieter than they were in the 1960s;

*Recognizing* that new innovative technologies and energy sources for aviation are under development in a fast pace, and much work by ICAO will be required to keep pace with the timely environmental certification of such new technologies, as appropriate;

*Whereas* as far as there are recognized interdependencies of the environmental effects from aviation, such as noise and engine emissions, they need to be considered when defining source control and operational mitigation policies;

*Whereas* airspace management and design can play a role in addressing the impacts of aviation greenhouse gas emissions on the global climate, and the related economic and institutional issues need to be addressed by States, either individually or collectively on a regional basis;

*Whereas* cooperation with other international organizations is important to progress the understanding of aviation's impacts on the environment and in order to develop the appropriate policies to address these impacts;

*Recognizing* the importance of a resilient air transport system that can adapt its infrastructure and operations to a changing climate;

*Recognizing* the importance of research and development in fuel efficiency and aviation fuels that will enable international air transport operations with a lower environmental impact, both in terms of local air quality and the global climate; and

*Noting* the importance of updated information on the present and future impact of aircraft noise and aircraft emissions, as provided in the ICAO global environmental trends, as well as other ICAO assessment reports,

such as the ICAO *Report on the Feasibility of a Long-Term Aspirational Goal for International Civil Aviation CO<sub>2</sub> Emission Reduction*, to support decision-making on environmental matters;

*The Assembly:*

1. *Declares* that ICAO, as the lead United Nations (UN) agency in matters involving international civil aviation, is conscious of and will continue to address the adverse environmental impacts that may be related to civil aviation activity and acknowledges its responsibility and that of its Member States to achieve maximum compatibility between the safe and orderly development of civil aviation and the quality of the environment. In carrying out its responsibilities, ICAO and its Member States will strive to:

- a) limit or reduce the number of people affected by significant aircraft noise;
- b) limit or reduce the impact of aviation emissions on local air quality;
- c) limit or reduce the impact of aviation greenhouse gas emissions on the global climate; and
- d) ensure future resilience of air transport by adapting its infrastructure and operations to the consequences of climate change.

2. *Emphasizes* the importance of ICAO continuing to demonstrate its leadership role on all international civil aviation matters related to the environment and requests the Council to maintain the initiative in developing policy guidance on these matters, which recognizes the seriousness of the challenges which the sector faces;

3. *Requests* the Council to continue to assess regularly the present and future impact of aircraft noise and aircraft engine emissions and to continue to develop tools for this purpose;

4. *Requests* the Council to continue to closely follow-up innovative technologies and new energy sources for aviation to prepare for the timely environmental certification of such technologies, as appropriate, including through the ICAO Stocktaking process;

5. *Welcomes* the development and update of the ICAO tracker tools on innovations that can generate in-sector CO<sub>2</sub> emissions reductions, and *requests* the Council to keep track and update the tools, as appropriate;

6. *Requests* the Council to maintain and update knowledge of the interdependencies and trade-offs related to measures to mitigate the impact of aviation on the environment so as to optimize decision-making;

7. *Requests* the Council to establish a set of aviation environmental indicators which States could use to evaluate the performance of aviation operations and the effectiveness of standards, policies and measures to mitigate aviation's impacts on the environment;

8. *Requests* the Council to disseminate information on the present and future impact and trends of aircraft noise, aircraft fuel consumption, aviation system fuel efficiency, and aircraft engine Particulate Matter (PM) and Oxides of Nitrogen (NO<sub>x</sub>) emissions, reflecting the work of the Organization, action plans submitted by States, the ICAO Global Air Navigation Plan, ICAO Standards and Recommended Practices, and ICAO policy and guidance material in the environmental field, in an appropriate manner, such as through regular reporting and workshops, including through coordination with the ICAO Regional Offices;

9. *Invites* States to continue their active support for ICAO's environment-related activities, and urges Member States to support activities not foreseen in the budget by providing a reasonable level of voluntary contributions;
10. *Invites* States and international organizations to provide the necessary scientific information and data to enable ICAO to substantiate its work in this field;
11. *Welcomes* the transition of the *ICAO Global Coalition on Sustainable Aviation* into the ICAO ACT-LTAG as a programme for stakeholders to facilitate the development of new ideas and accelerate the implementation of environmental innovative solutions, and *requests* the Council to encourage more stakeholders to join the ACT-LTAG once established;
12. *Encourages* the Council to continue to cooperate closely with international organizations and other UN bodies on the understanding of aviation impacts on the environment and on the establishment of policies to address such impacts, as well as on contributing to the UN Sustainable Development Goals (SDGs) including those related to plastic pollution and biodiversity loss; and
13. *Urges* States to refrain from environmental measures that would adversely affect the orderly and sustainable development of international civil aviation.

## **APPENDIX B**

### **Development of Standards, Recommended Practices and Procedures and/or guidance material relating to the quality of the environment**

*Whereas* the problem of aircraft noise in the vicinity of many of the world's airports, which continues to arouse public concern and limit airport infrastructure development, requires appropriate action;

*Whereas* the scientific community is improving the understanding of uncertainties associated with the environmental impact of aircraft emissions at both the local and global levels, this impact remains a cause of concern and requires appropriate action;

*Recognizing* that there are interdependencies related to technology, design and operations of aircraft when addressing concerns related to noise, local air quality, and climate change;

*Whereas* the Council has established a Committee on Aviation Environmental Protection (CAEP) for the purpose of assisting in the further development of Standards, Recommended Practices and Procedures and/or guidance material on aircraft noise and engine emissions;

*Whereas* the Council has adopted Annex 16, Volume I — *Aircraft Noise*, which comprises noise certification Standards for subsonic aircraft (except short take-off and landing and/or vertical take-off and landing aeroplanes) and has notified Member States of this action;

*Whereas* the Council has adopted Annex 16, Volume II — *Aircraft Engine Emissions*, which comprises emissions certification Standards for aircraft engines and has notified Member States of this action;

*Whereas* the Council has adopted Annex 16, Volume III — *Aeroplane CO<sub>2</sub> Emissions*, which comprises CO<sub>2</sub> emissions certification Standards for aeroplanes and has notified Member States of this action;

*Recognizing* that the non-volatile particulate matter (nvPM) emissions certification Standard and CO<sub>2</sub> emissions certification Standard are a technical comparison of aviation technologies designed for use in

nvPM emissions certification and CO<sub>2</sub> emissions certification processes, respectively, and were not designed to serve as a basis for operating restrictions or emissions levies;

*Whereas* ICAO policy guidance on measures to address environmental concerns related to aircraft noise and engine emissions has been developed, amended and published;

*Recognizing* the recommendation by CAEP on new, more stringent standards for aeroplane CO<sub>2</sub> emissions;

*Recognizing* the recommendation by CAEP on a new, more stringent Landing and Take-Off (LTO) noise certification Standard for subsonic aircraft;

*Recognizing* the work of CAEP on its first independent expert integrated review of aircraft and engine technologies and the development of medium-term (2027) and long-term (2037) technology goals for noise, fuel burn and emissions;

*Acknowledging* the need for the timely update and development of relevant ICAO environmental Standards and Recommended Practices (SARPs) and guidance for new advanced aircraft technologies, as appropriate; and

*Recognizing* new innovative technologies and energy sources for aviation being under development in a fast pace, including hybrid, electric and hydrogen aircraft;

*The Assembly:*

1. *Welcomes* the continuing benefits of the more stringent aircraft noise Standard in Annex 16, Volume I, Chapter 14 that became applicable on 31 December 2017 and 31 December 2020 for aircraft less than 55 tonnes maximum take-off mass (MTOM);
2. *Welcomes* the adoption by the Council in March 2014 of the new Standard for noise which became applicable for tilt-rotors on or after 1 January 2018;
3. *Welcomes* the benefits of the ICAO aeroplane CO<sub>2</sub> Standard which became applicable on 1 January 2020 for new aeroplane types, except those new aeroplane types of less than or equal to 60 tonnes MTOM and with a maximum passenger seating capacity of 19 seats or less, which became applicable on 1 January 2023;
4. *Welcomes* the benefits of the ICAO aeroplane CO<sub>2</sub> Standard which became applicable on 1 January 2023 for in-production aeroplanes with a production cut-off date of 1 January 2028;
5. *Welcomes* the development by CAEP of the new, more stringent Standard for aeroplane CO<sub>2</sub> emissions that, once adopted, will be part of Annex 16, Volume III;
6. *Welcomes* the development by CAEP of the new, more stringent noise Standard for new subsonic aeroplane types that, once adopted, will be part of Annex 16, Volume I;
7. *Welcomes* the benefits of the new mass and number Standard for non-volatile particulate matter (nvPM) emissions that became applicable to new and in-production engine designs of rated thrust greater than 26.7 kN from 1 January 2023;
8. *Urges* States to recognize that the nvPM and CO<sub>2</sub> emissions certification Standards were not designed to serve as a basis for operating restrictions or emissions levies;



9. *Requests* the Council, with the assistance and cooperation of other bodies of the Organization and of other international organizations, to continue with vigour the work related to the development of Standards, Recommended Practices and Procedures and/or guidance material dealing with the impact of aviation on the environment;
10. *Calls on* the Council to monitor closely the technological improvements that reduce the level of aircraft noise and emissions, and to update regularly the relevant Standards accordingly;
11. *Requests* the Council to closely follow-up innovative technologies and new energy sources for aviation to prepare for the timely environmental certification of such technologies, as appropriate;
12. *Requests* the Council to ensure that CAEP pursues its work programme in the noise and emissions fields expeditiously in order that appropriate solutions can be developed as quickly as possible, and that the necessary resources are made available to do so;
13. *Urges* Member States from regions of the world that are currently under-represented in CAEP to mobilize the required experts to participate in the Committee's technical work;
14. *Requests* the Council to provide States and international organizations information on available measures to reduce the impact of aviation operations on the environment so that action can be taken using the appropriate measures;
15. *Urges* Member States to follow, where appropriate, the ICAO provisions developed pursuant to Resolving Clause 9 of this Appendix; and
16. *Requests* the Council to continue the work on developing and employing scenarios for assessing the future environmental impact of aviation emissions and to cooperate with other international organizations in this area.

## **APPENDIX C**

### **Policies and programmes based on a “balanced approach” to aircraft noise management**

*Whereas* a goal of ICAO is to promote the highest practicable degree of consistency in international civil aviation, including environmental regulations;

*Whereas* the uncoordinated development of national and regional policies and programmes for the alleviation of aircraft noise could hinder the role of civil aviation in economic development;

*Whereas* the severity of the aircraft noise problem at many airports has given rise to measures which limit aircraft operations and has provoked vigorous opposition to the expansion of existing airports or construction of new airports;

*Whereas* ICAO has accepted full responsibility for pursuing a course aimed at achieving maximum compatibility between the safe, economically effective and orderly development of civil aviation and the quality of the environment, and is actively pursuing the concept of a “balanced approach” for the reduction of aircraft noise and guidance on how States might apply such an approach;

*Whereas* the balanced approach to noise management developed by ICAO consists of identifying the noise problem at an airport and then analysing the various measures available to reduce noise through the

exploration of four principal elements, namely reduction at source, land-use planning and management, noise abatement operational procedures and operating restrictions, with the goal of addressing the noise problem in the most cost-effective manner;

*Whereas* the assessment of present and future impact of aviation noise is an essential tool for the development of policy by ICAO and its Member States;

*Whereas* the process for implementation and decisions between elements of the balanced approach is for Member States and it is ultimately the responsibility of individual States to develop appropriate solutions to the noise problems at their airports, with due regard to ICAO rules and policies;

*Whereas* ICAO Circular 351, *Community Engagement for Aviation Environmental Management*, highlights the role of community engagement as an essential component of a comprehensive noise management policy;

*Whereas* the ICAO guidance developed to assist States in implementing the balanced approach [*Guidance on the Balanced Approach to Aircraft Noise Management* (Doc 9829)] has been subsequently updated;

*Recognizing* that solutions to noise problems need to be tailored to the specific characteristics of the airport concerned, which calls for an airport-by-airport approach, and that similar solutions could be applied if similar noise problems are identified at airports;

*Recognizing* that measures to address noise may have significant cost implications for operators and other stakeholders, particularly those from developing countries;

*Recognizing* that States have relevant legal obligations, existing agreements, current laws and established policies which may influence their implementation of the ICAO “balanced approach”;

*Recognizing* that some States may also have wider policies on noise management;

*Recognizing* the approval of the new *Manual on Operational Opportunities to Reduce Aircraft Noise* (Doc 10177);

*Considering* that the improvements in the noise climate achieved at many airports through the replacement of Chapter 2-compliant aircraft (aircraft which comply with the noise certification Standards in Volume I, Chapter 2 of Annex 16 but which exceed the noise levels in Volume I, Chapter 3 of Annex 16) by quieter aircraft should be safeguarded by taking account of the sustainability of future growth and should not be eroded by incompatible urban encroachment around airports; and

*Take note* that the CAEP analysis of Trends in aircraft noise show that, under an advanced technology improvements scenario, an increase in aircraft operations may no longer result in an increase in noise contour area after 2030, if a number of ambitious actions are carried out by ICAO Member States to realize this scenario;

*The Assembly:*

1. *Calls upon* all ICAO Member States and international organizations to recognize the leading role of ICAO in dealing with the problems of aircraft noise;
2. *Welcomes* the progress achieved to date in addressing aircraft noise and encourages States, manufacturers and operators to continue to engage in the work of ICAO in addressing aircraft noise, and to

continue to pursue technologies and policies that reduce the impact of aircraft noise in the communities that surround airports;

3. *Urges* States to:

- a) adopt a balanced approach to noise management, taking full account of ICAO guidance (Doc 9829), relevant legal obligations, existing agreements, current laws and established policies, when addressing noise problems at their international airports;
- b) institute or oversee a transparent process when considering measures to alleviate noise, including:
  - 1) assessment of the noise problem at the airport concerned based on objective, measurable criteria and other relevant factors;
  - 2) evaluation of the likely costs and benefits of the various measures available and, based on that evaluation, selection of measures with the goal to achieve maximum environmental benefit most cost-effectively; and
  - 3) provision for dissemination of the evaluation results, for consultation with stakeholders and for dispute resolution;

4. *Encourages* States to:

- a) promote and support studies, research and technology programmes aimed at reducing noise at source or by other means taking into account interdependencies with other environmental concerns;
- b) apply land-use planning and management policies to limit the encroachment of incompatible development into noise-sensitive areas and mitigation measures for areas affected by noise, consistent with Appendix F to this Resolution;
- c) apply noise abatement operational procedures, to the extent possible without affecting safety and considering interdependencies with other environmental concerns; and
- d) not apply operating restrictions as a first resort but only after consideration of the benefits to be gained from other elements of the balanced approach and in a manner which is consistent with Appendix E to this Resolution and taking into account the possible impact of such restrictions at other airports;

5. *Requests* States to:

- a) work closely together to ensure the harmonization of programmes, plans and policies to the extent possible;
- b) engage with communities on a timely and consistent basis, as per the principles defined in ICAO Circular 351;
- c) ensure that the application of any measures to alleviate noise are consistent with the non-discrimination principle in Article 15 of the Chicago Convention; and

- d) take into consideration the particular economic conditions of developing countries;
6. *Invites* States to keep the Council informed of their policies and programmes to alleviate the problem of aircraft noise in international civil aviation;
7. *Requests* the Council to:
- a) assess continuously the evolution of the impact of aircraft noise;
  - b) ensure that the guidance on the balanced approach in Doc 9829 is current and responsive to the requirements of States;
  - c) ensure that appropriate guidance on community engagement is made available to States and maintained; and
  - d) promote the use of the balanced approach, for example through workshops; and
8. *Calls* upon States to provide appropriate support for this work on ICAO guidance and any additional work on methodologies, and for the assessment of the impact or effectiveness of measures under the balanced approach as necessary.

## **APPENDIX D**

### **Phase-out of subsonic jet aircraft which exceed the noise levels in Volume I of Annex 16**

*Whereas* certification standards for subsonic jet aircraft noise levels are specified in Volume I of Annex 16;

*Whereas* for the purpose of this Appendix, a phase-out is defined as withdrawal of a noise-based category of aircraft from international operations at all airports in one or more States;

*Whereas* the Committee on Aviation Environmental Protection has concluded that a general phase-out of Chapter 3 aircraft operations by all the countries which imposed a phase-out on operations of Chapter 2 aircraft is not supported on cost-benefit grounds and had undertaken the work that led to the recommendation of a new noise certification standard in Volume I of Annex 16 on the understanding that a new phase-out should not be considered;

*Whereas* some States have implemented or initiated phase-outs of aircraft which exceed the noise levels in Volume I, Chapter 3 of Annex 16, or are considering so doing;

*Recognizing* that the noise standards in Annex 16 are not intended to introduce operating restrictions on aircraft;

*Recognizing* that operating restrictions on existing aircraft may increase the costs of airlines and could impose a heavy economic burden, particularly on aircraft operators which may not have the financial resources to re-equip their fleets, such as those from developing countries; and

*Considering* that resolution of problems due to aircraft noise must be based on the mutual recognition of the difficulties encountered by States and a balance among their different concerns;

*The Assembly:*

1. *Urges* States not to introduce any phase-outs of aircraft which exceed the noise levels in Volume I, Chapter 3 of Annex 16 before considering:

- a) whether the normal attrition of existing fleets of such aircraft will provide the necessary protection of noise climates around their airports;
- b) whether the necessary protection can be achieved by regulations preventing their operators from adding such aircraft to their fleets through either purchase, or lease/charter/interchange, or alternatively by incentives to accelerate fleet modernization;
- c) whether the necessary protection can be achieved through restrictions limited to airports and runways, the use of which has been identified and declared by them as generating noise problems and limited to time periods when greater noise disturbance is caused; and
- d) the implications of any restrictions for other States concerned, consulting these States and giving them reasonable notice of intention;

2. *Urges* States which, despite the considerations in Resolving Clause 1 above, decide to phase out aircraft which comply with the noise certification standards in Volume I, Chapter 2 of Annex 16 but which exceed the noise levels in Volume I, Chapter 3 of Annex 16:

- a) to frame any restrictions so that Chapter 2-compliant aircraft of an individual operator, which are presently operating to their territories, may be withdrawn from these operations gradually over a period of not less than seven years;
- b) not to restrict before the end of the above period the operations of any aircraft less than 25 years after the date of issue of its first individual certificate of airworthiness;
- c) not to restrict before the end of the period the operations of any presently existing wide-body aircraft or of any fitted with engines that have a by-pass ratio higher than 2 to 1; and
- d) to inform ICAO, as well as the other States concerned, of all restrictions imposed;

3. *Strongly encourages* States to continue to cooperate bilaterally, regionally and inter-regionally with a view to:

- a) alleviating the noise burden on communities around airports without imposing severe economic hardship on aircraft operators; and
- b) taking into account the problems of operators of developing countries with regard to Chapter 2 aircraft presently on their register, where they cannot be replaced before the end of the phase-out period, provided that there is proof of a purchase order or leasing contract placed for a replacement Chapter 3-compliant aircraft and the first date of delivery of the aircraft has been accepted;

4. *Urges* States not to introduce measures to phase out aircraft which comply, through original certification or recertification, with the noise certification standards in Volume I, Chapters 3, 4 or any more recent Chapter of Annex 16;

5. *Urges* States not to impose any operating restrictions on Chapter 3-compliant aircraft, except as part of the balanced approach to noise management developed by ICAO and in accordance with Appendices C and E to this Resolution; and
6. *Urges* States to assist aircraft operators in their efforts to accelerate fleet modernization and thereby prevent obstacles and permit all States to have access to lease or purchase aircraft compliant with Chapter 3, including the provision of multilateral technical assistance where appropriate.

## **APPENDIX E**

### **Local noise-related operating restrictions at airports**

*Whereas* certification standards for subsonic jet aircraft noise are specified in Volume I of Annex 16;

*Whereas* for the purposes of this Appendix an operating restriction is defined as any noise-related action that limits or reduces an aircraft's access to an airport;

*Whereas* Appendix C to this Resolution calls for States to adopt a balanced approach to noise management when addressing noise problems at their international airports;

*Whereas* further reductions in noise at source are expected as a result of the adoption of new noise certification standards in Volume I of Annex 16 and through the assimilation of noise reduction technology in the fleet;

*Whereas* at many airports, land-use planning and management and noise abatement operational procedures are already being used and other noise mitigation measures are in place, although urban encroachment continues in certain cases;

*Whereas* implementation of the phase-out of aircraft which comply with the noise certification standards in Volume I, Chapter 2 of Annex 16 but which exceed the noise levels in Volume I, Chapter 3 of Annex 16 (as provided for in Appendix D to this Resolution) has been completed in some States and, assuming continued growth in aviation activity, without further action the number of people exposed to aircraft noise at some airports in those States may increase;

*Whereas* there are significant regional differences in the extent to which aircraft noise is expected to be a problem over the next two decades and some States have consequently been considering placing operating restrictions on certain aircraft which comply with the noise certification standards in Volume I, Chapter 3 of Annex 16;

*Whereas* if operating restrictions on Chapter 3 aircraft are introduced at certain airports, this should be based on the balanced approach and relevant ICAO guidance (Doc 9829) and should be tailored to the specific requirements of the airport concerned;

*Whereas* these restrictions could have a significant economic impact on fleet investments of aircraft operators from States other than those in which the restrictions are imposed;

*Recognizing* that these restrictions go beyond the policy established in Appendix D to this Resolution and other relevant policy guidance developed by ICAO;

*Recognizing* that ICAO places no obligation on States to impose operating restrictions on Chapter 3 aircraft;

*Recognizing* that the noise standards in Annex 16 were not intended to introduce operating restrictions on aircraft and, specifically, that the standards contained in Annex 16, Volume I, Chapter 4 and Chapter 14, and any further stringency levels adopted by the Council, are based on the understanding that it is for certification purposes only; and

*Recognizing* in particular that States have legal obligations, laws, existing arrangements and established policies which may govern the management of noise problems at their airports and could affect the implementation of this Appendix;

*The Assembly:*

1. *Urges* States to ensure, wherever possible, that any operating restrictions be adopted only where such action is supported by a prior assessment of anticipated benefits and of possible adverse impacts;
2. *Urges* States not to introduce any operating restrictions at any airport on aircraft which comply with Volume I, Chapter 3 of Annex 16 before:
  - a) completing the phase-out of aircraft which exceed the noise levels in Volume I, Chapter 3 of Annex 16, at the airport concerned; and
  - b) fully assessing available measures to address the noise problem at the airport concerned in accordance with the balanced approach described in Appendix C;
3. *Urges* States which, despite the considerations in Resolving Clause 2 above, permit the introduction of restrictions at an airport on the operations of aircraft which comply, either through original certification or recertification, with Volume I, Chapter 3 of Annex 16:
  - a) to base such restrictions on the noise performance of the aircraft, as determined by the certification procedure conducted consistent with Annex 16, Volume I;
  - b) to tailor such restrictions to the noise problem of the airport concerned in accordance with the balanced approach;
  - c) to limit such restrictions to those of a partial nature wherever possible, rather than the complete withdrawal of operations at an airport;
  - d) to take into account possible consequences for air transport services for which there are no suitable alternatives (for example, long-haul services);
  - e) to consider the special circumstances of operators from developing countries, in order to avoid undue hardship for such operators, by granting exemptions;
  - f) to introduce such restrictions gradually over time, where possible, in order to take into account the economic impact on operators of the affected aircraft;
  - g) to give operators a reasonable period of advance notice;
  - h) to take account of the economic and environmental impact on civil aviation; and
  - i) to inform ICAO, as well as the other States concerned, of all such restrictions imposed; and

4. *Further urges* States not to permit the introduction of any operating restrictions aimed at the withdrawal of aircraft that comply, through either original certification or recertification, with the noise standards in Volume I, Chapter 4 and Chapter 14 of Annex 16 and any further stringency levels adopted by the Council.

## **APPENDIX F**

### **Land-use planning and management**

*Whereas* land-use planning and management is one of the four principal elements of the balanced approach to noise management;

*Whereas* the number of people affected by aircraft noise is dependent on the way in which the use of land surrounding an airport is planned and managed, and in particular the extent to which residential development and other noise sensitive activities are controlled;

*Whereas* activity may increase significantly at most airports and there is a risk that future growth may be constrained by inappropriate land use near airports;

*Whereas* the phase-out of subsonic jet aircraft which comply with the noise certification standards in Volume I, Chapter 2 of Annex 16 but which exceed the noise levels in Volume I, Chapter 3 of Annex 16 has succeeded at many airports in reducing the size of the noise contours depicting the areas where people are exposed to unacceptable noise levels, as well as in reducing the total number of people exposed to noise;

*Considering* it essential that these improvements should be preserved to the greatest extent practicable for the benefit of local communities;

*Recognizing* that the standard contained in Annex 16, Volume I, Chapter 4 has increased the opportunities for operators to replace aircraft in their fleets by quieter aircraft;

*Recognizing* that the standard contained in Annex 16, Volume I, Chapter 14, when implemented, will increase the opportunities for operators to replace aircraft in their fleets by quieter aircraft;

*Recognizing* that while land-use management includes planning activities that may primarily be the responsibility of local authorities, it nevertheless affects airport capacity, which in turn has implications for civil aviation;

*Recognizing* that the update of the guidance material on appropriate land-use planning and noise mitigation measures is included in the *Airport Planning Manual* (Doc 9184), Part 2 — *Land Use and Environmental Management*;

*Recognizing* that the ICAO Circular 351 *Community Engagement on Aviation Environmental Management* complements the current policy of aircraft noise management at and around airports;

*Recognizing* the Eco-Airport Toolkit e-collection as a useful resource for environmentally sound management policies at and around airports; and

*Recognizing* that emerging technology aircraft, such as drones and remotely piloted aircraft systems (RPAS) may present noise impacts in areas beyond the land surrounding an airport;



*The Assembly:*

1. *Urges* States that have phased out operations of Chapter 2 aircraft at their airports as provided for in Appendix D to this Resolution, while preserving the benefits for local communities to the greatest extent practicable, to avoid inappropriate land use or encroachment whenever possible in areas where reductions in noise levels have been achieved;
2. *Urges* States to ensure that the potential reductions in noise levels to be gained from the introduction of quieter aircraft, particularly those complying with the Chapter 4 standard, are also not avoidably compromised by inappropriate land use or encroachment;
3. *Urges* States, where the opportunity still exists to minimize aircraft noise problems through preventive measures, to:
  - a) locate new airports at an appropriate place, such as away from noise-sensitive areas;
  - b) take the appropriate measures so that land-use planning is taken fully into account at the initial stage of any new airport or of development at an existing airport;
  - c) define zones around airports associated with different noise levels taking into account population levels and growth as well as forecasts of traffic growth and establish criteria for the appropriate use of such land, taking account of ICAO guidance;
  - d) enact legislation, establish guidance or other appropriate means to achieve compliance with those criteria for land use; and
  - e) ensure that reader-friendly information on aircraft operations and their environmental effects is available to communities near airports;
4. *Requests* the Council to:
  - a) ensure that the guidance on land use in Doc 9184 is current and responsive to the requirements of States; and
  - b) consider what steps might be taken to promote land-use management, particularly in those parts of the world where the opportunity may exist to avoid aircraft noise problems in the future, including through the Eco-Airport Toolkit e-collection.

## **APPENDIX G**

### **Supersonic aircraft — The problem of sonic boom**

*Whereas* since the introduction of supersonic aircraft in commercial service action has been taken to avoid creating unacceptable situations for the public due to sonic boom, such as interference with sleep and injurious effects to persons and property on land and at sea caused by the magnification of the sonic boom;

*Whereas* the States involved in the manufacture of such supersonic aircraft, as well as other States, continue to carry out research into the physical, physiological and sociological effects of sonic boom;

*Recognizing* the recommendation by CAEP on a new Landing and Take-Off (LTO) noise certification Standard for supersonic aeroplanes;

*Recognizing* the ongoing work to develop a new supersonic en route noise Standard for future aircraft, and the work to understand the current state of sonic boom knowledge, research and supersonic aeroplane projects; and

*Recognizing* that the airworthiness certification of a supersonic aeroplane could occur in the 2025-2030 timeframe, and the need for an exploratory study to provide better understanding of airport noise impacts resulting from the introduction of supersonic aircraft;

*The Assembly:*

1. *Reaffirms* the importance it attaches to ensuring that no unacceptable situation for the public is created by sonic boom from supersonic aircraft;
2. *Welcomes* the development by CAEP of the new LTO noise certification Standard for supersonic aeroplanes that, once adopted, will be part of Annex 16, Volume I;
3. *Instructs* the Council, in the light of the available information and availing itself of the appropriate machinery, to review the Annexes and other relevant documents, so as to ensure that they take due account of the problems which the operation of supersonic aircraft may create for the public and, in particular, as regards sonic boom, to take action to achieve international agreement on measurement of the sonic boom, the definition in quantitative or qualitative terms of the expression “unacceptable situations for the public” and the establishment of the corresponding limits; and
4. *Invites* the States involved in the manufacture of supersonic aircraft to furnish ICAO in due course with proposals on the manner in which any specifications established by ICAO could be met.

## **APPENDIX H**

### **Aviation impact on local air quality**

*Whereas* there are growing concerns about the impact of aviation on the atmosphere with respect to local air quality and the associated human health and welfare impacts;

*Whereas* the evidence of this impact from emissions of NO<sub>x</sub> and particulate matter (PM) from aircraft engines on local surface and regional air quality is now more compelling;

*Recognizing* that the scientific community is improving the understanding of uncertainties associated with the impact from emissions of NO<sub>x</sub> and PM from aircraft engines on the global climate;

*Recognizing* that there are interdependencies related to design and operations of aircraft when addressing concerns related to noise, local air quality, and climate change;

*Recognizing* that ICAO has established technical Standards and fostered the development of operational procedures that have reduced significantly local air pollution from aircraft;

*Recognizing* the work of CAEP on its first independent expert integrated review of aircraft and engine technologies and the development of medium-term (2027) and long-term (2037) technology goals for noise, fuel burn and emissions;

*Whereas* many pollutants such as soot and unburned hydrocarbons from aircraft engines affecting local and regional air quality, have declined dramatically over the last few decades;

*Whereas* progress in operational procedures such as continuous descent operations has resulted in further reduction of emissions from aircraft;

*Whereas* an assessment of trends in aviation emissions of NO<sub>x</sub>, PM, and other gaseous emissions shows increasing global emissions values;

*Whereas* the impacts of aviation emissions of NO<sub>x</sub>, PM, and other gaseous emissions need to be further assessed and understood;

*Recognizing* the robust progress made in understanding impacts of non-volatile components of PM emissions while the scientific and technical work continues on better assessment of volatile components of PM emissions;

*Whereas* the impacts of aviation emissions on local and regional air quality are part of the total emissions in the affected area and should be considered in the broader context of all sources that contribute to the air quality concerns;

*Whereas* the actual local air quality and health impacts of aviation emissions depend on a series of factors among which are the contribution to the total concentrations and the number of people exposed in the area being considered;

*Whereas* Article 15 of the *Convention on International Civil Aviation* contains provisions regarding airport and similar charges, including the principle of non-discrimination, and ICAO has developed policy guidance for Member States regarding charges (*ICAO's Policies on Charges for Airports and Air Navigation Services*, Doc 9082) including specific guidance on noise-related charges and emissions-related charges for local air quality;

*Whereas* the ICAO Council had adopted on 9 December 1996 a policy statement of an interim nature on emissions-related charges and taxes in the form of a resolution wherein the Council strongly recommends that any such levies be in the form of charges rather than taxes, and that the funds collected should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions;

*Whereas* such charges should be based on the costs of mitigating the environmental impact of aircraft engine emissions to the extent that such costs can be properly identified and directly attributed to air transport;

*Whereas* the ICAO Council has adopted policy and guidance material related to the use of emissions-related charges to address the impact of aircraft engine emissions at or around airports;

*Noting* that the ICAO Council has published information on environmental management systems (EMS) that are in use by aviation stakeholders; and

*Noting* that the ICAO Council has developed an Airport Air Quality Manual which has been subsequently updated;

*The Assembly:*

1. *Requests* the Council to monitor and develop its knowledge of, in cooperation with other relevant international organizations such as WHO, the effects of aviation emissions of PM, NO<sub>x</sub> and other gases on human welfare and health, and to disseminate information in this regard;
2. *Requests* the Council to continue its work to develop technologically feasible, environmentally beneficial and economically reasonable standards to further reduce the impact of local air pollution from aircraft;
3. *Requests* the Council to continue to monitor progress in scientific and technical understanding of volatile and non-volatile components of PM emissions;
4. *Requests* the Council to ensure that the interdependencies between measures to reduce aircraft noise and engine emissions that affect local air quality as well as the global climate are given due consideration;
5. *Requests* the Council to continue its work to develop integrated medium- and long-term technology goals for the reduction of fuel burn, noise and aircraft engine emission of NO<sub>x</sub> and nvPM; and operational goals for the reduction of fuel burn;
6. *Requests* the Council to continue to foster operational and air traffic improvements that reduce the impact of local air pollution from aircraft;
7. *Encourages* action by Member States, and other parties involved, to limit or reduce international aviation emissions affecting local air quality through voluntary measures and to keep ICAO informed;
8. *Welcomes* the development and promotion of guidance material on issues related to the assessment of airport- related air quality;
9. *Requests* the Council to work with States and stakeholders in promoting and sharing best practices applied at airports in reducing the adverse effects of aviation emissions on local air quality;
10. *Welcomes* the development of the guidance on emissions charges related to local air quality and requests the Council to keep up to date such guidance and urges Member States to share information on the implementation of such charges; and
11. *Urges* Member States to ensure the highest practical level of consistency and take due account of ICAO policies and guidance on emissions charges related to local air quality.

**Resolution A42-21: Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate Change**

*Whereas* ICAO and its Member States recognize the critical importance of providing continuous leadership to international civil aviation in limiting or reducing its emissions that contribute to global climate change;

*Reemphasizing* the vital role which international aviation plays in global economic and social development and the need to ensure that international aviation continues to develop in a sustainable manner;

*Acknowledging* that the work of the Organization on the environment contributes to 14 of the 17 United

Nations Sustainable Development Goals (SDGs), including SDG 7 “*Ensure access to affordable, reliable, sustainable and modern energy for all*”, SDG 9 “*Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation*” and SDG 13 “*Take urgent action to combat climate change and its impacts*”;

*Whereas* a comprehensive assessment of aviation’s impact on the atmosphere is contained in the special report on *Aviation and the Global Atmosphere*, published in 1999, which was prepared at ICAO’s request by the Intergovernmental Panel on Climate Change (IPCC);

*Whereas* the IPCC special report and the assessment reports recognized that the effects of some types of aircraft emissions are well understood, it revealed that the effects of others are not, and identified a number of key areas of scientific uncertainty that limit the ability to project aviation’s full impacts on climate and ozone; and *recognizing* the need for the Organization to continue to provide a forum for enhancing the scientific understanding of aviation’s climate impacts and exploring measures to address such impacts;

*Acknowledging* that international aviation emissions continue to account for less than 2 per cent of total global CO<sub>2</sub> emissions, and they are projected to increase as a result of the continued growth of air transport, unless action for emissions reduction is taken;

*Whereas* the ultimate objective of the United Nations Framework Convention on Climate Change (UNFCCC) is to achieve stabilization of greenhouse gas (GHG) concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system;

*Whereas* the Kyoto Protocol, which was adopted by the Conference of the Parties to the UNFCCC in December 1997 and entered into force on 16 February 2005, calls for developed countries (Annex I Parties) to pursue limitation or reduction of greenhouse gases from “aviation bunker fuels” (international aviation) working through ICAO (Article 2.2);

*Whereas* the Paris Agreement, which was adopted by the Conference of the Parties to the UNFCCC in December 2015, enhances the implementation of the UNFCCC including its objective, and aims to strengthen the global response to the threat of climate change, in the context of sustainable development and efforts to eradicate poverty, including by holding the increase in the global average temperature to well below 2°C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5°C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change;

*Whereas* the Glasgow Climate Pact, which was adopted by the Conference of the Parties to the UNFCCC in November 2021, reaffirms the long-term global goal to hold the increase in the global average temperature to well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change, and the Glasgow Climate Pact also recognizes that the impacts of climate change will be much lower at the temperature increase of 1.5°C compared with 2°C and resolves to pursue efforts to limit the temperature increase to 1.5°C;

*Recognizing* the global aspirational goals for the international aviation sector of improving fuel efficiency by 2 per cent per annum and keeping the net carbon emissions from 2020 at the same level, as adopted by the ICAO Assembly at its 37th Session in 2010 and reaffirmed at its 38th, 39th, 40th and 41st Sessions in 2013, 2016, 2019 and 2022, respectively;

*Recalling* the substantial ICAO work undertaken to explore the feasibility of a long-term global aspirational

goal (LTAG) for international aviation in light of the 2°C and 1.5°C temperature goals of the Paris Agreement;

*Recognizing* that the ICAO *Report on the Feasibility of a Long-Term Aspirational Goal for International Civil Aviation CO<sub>2</sub> Emission Reductions*, which assessed the global-level technical feasibility of various aviation in-sector CO<sub>2</sub> emissions reduction scenarios, served as the basis for the consideration and adoption at the 41st Session of the ICAO Assembly of the collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal, recognizing that each State's special circumstances and respective capabilities (e.g. the level of development, maturity of aviation markets, sustainable growth of its international aviation, just transition, and national priorities of air transport development) will inform the ability of each State to contribute to the LTAG within its own national timeframe;

*Affirming* that addressing GHG emissions from international aviation requires the active engagement and cooperation of States and the industry, and *noting* the collective commitments announced by Airports Council International (ACI), Civil Air Navigation Services Organisation (CANSO), International Air Transport Association (IATA), International Business Aviation Council (IBAC) and International Coordinating Council of Aerospace Industries Associations (ICCAIA) on behalf of the international air transport industry, to continuously improve CO<sub>2</sub> efficiency by an average of 1.5 per cent per annum from 2009 until 2020, to achieve carbon neutral growth from 2020 and to achieve a long-term goal of net-zero carbon emissions by 2050;

*Recognizing* the LTAG Monitoring and Reporting (LMR) methodology developed by the Council, with the technical contribution of the Committee on Aviation Environmental Protection (CAEP), to assess progress on the implementation of CO<sub>2</sub> emissions reduction measures towards the achievement of the LTAG, including the past and future CO<sub>2</sub> emissions reduction and the cost impacts of efforts to achieve the LTAG, the impact on the development of the sector, as well as the cost impacts of climate change on international aviation;

*Recalling* the UNFCCC and the Paris Agreement and *acknowledging* its principle of common but differentiated responsibilities and respective capabilities, in light of different national circumstances;

*Also acknowledging* the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention;

*Recognizing* that this Resolution does not set a precedent for or prejudice the outcome of negotiations under the UNFCCC or the Paris Agreement, nor represent the position of the Parties to those agreements;

*Noting* that, to promote sustainable growth of international aviation and to achieve its global aspirational goals, a comprehensive approach, consisting of a basket of measures including technology, sustainable aviation fuels, operational improvements and market-based measures to reduce emissions and possible evolution of Standards and Recommended Practices (SARPs), is necessary;

*Acknowledging* the significant technological progress made in the aviation sector, with aircraft produced today being about 80 per cent more fuel efficient per passenger kilometre than in the 1960s, *while observing* an unprecedented level of emerging new technologies and innovations towards green aviation transition;

*Acknowledging* the need for the timely update and development of relevant ICAO environmental SARPs and guidance for new advanced aircraft technologies, as appropriate;

*Welcoming* the latest CO<sub>2</sub> emissions certification Standard for aeroplanes recommended by CAEP, and the need to keep this Standard up to date based on the latest aircraft efficiency technology improvements;

*Recognizing* the work being undertaken to consider the environmental aspects of aircraft end-of-life such as through aircraft recycling;

*Recognizing* that air traffic management (ATM) measures under the ICAO Global Air Navigation Plan contribute to enhanced operational efficiency and the reduction of aircraft CO<sub>2</sub> emissions;

*Welcoming* the assessment of the environmental benefits of the Aviation System Block Upgrades (ASBUs) completed for Block 0 and Block 1, and the results of the global horizontal and vertical flight efficiency analysis;

*Welcoming* the convening of the ICAO Seminars on Green Airports in November 2017, May 2019, November 2021 and April 2024, and *recognizing* the critical role of airports in the deployment and distribution of cleaner energies for air transport decarbonization in support of the LTAG, and the importance on the resilience of airports;

*Noting* that the first Conference on Aviation and Alternative Fuels in November 2009 (CAAF/1) endorsed the use of sustainable aviation fuels, particularly the use of drop-in fuels in the short- to mid-term, as an important means of reducing aviation emissions, and that the ICAO Global Framework for Aviation Alternative Fuels (GFAAF) established by CAAF/1 has been integrated into the ICAO Cleaner Energy Tracker Tools through which progress has been registered, including the increasing number of fuel conversions processes, and airports distributing such fuels for more commercial flights;

*Further noting* that the second Conference on Aviation and Alternative Fuels in October 2017 (CAAF/2) adopted recommendations and approved a declaration, including the 2050 ICAO Vision for Sustainable Aviation Fuels, as a living inspirational path for a significant proportion of aviation fuels to be substituted with sustainable aviation fuels by 2050, and the need to update the 2050 ICAO Vision to include a quantified proportion of such fuels to be used by 2050;

*Recognizing* that the technological feasibility of drop-in sustainable aviation fuels, lower carbon aviation fuels and other aviation cleaner energies is proven and such fuels are expected to have the largest impact on aviation CO<sub>2</sub> emissions reduction by 2050 and continue to have a large impact beyond 2050, according to the ICAO LTAG Report, and that the introduction of appropriate policies and incentives to create a long-term market perspective is required;

*Recognizing* the continuing developments in drop-in fuels such as sustainable aviation fuel (SAF) and lower carbon aviation fuel (LCAF) to reduce aviation CO<sub>2</sub> emissions, and *welcoming* the development of new fuels and cleaner energy sources for aviation, including the use of hydrogen and renewable electricity;

*Acknowledging* the need for such fuels to be developed and deployed in an economically feasible, socially and environmentally acceptable manner and the progress achieved in the harmonization of the approaches to sustainability, including the sustainability criteria, sustainability certification, and the methodology for the assessment of life cycle emissions of such fuels, which are developed and updated as part of work for the implementation of Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and should be used as the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies used in international aviation;

*Welcoming* the adoption at the third Conference on Aviation and Alternative Fuels in November 2023

(CAAF/3) of the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies including the global aspirational Vision, which aims to facilitate the global scale-up in development and deployment of SAF, LCAF and other aviation cleaner energies by providing greater clarity, consistency and predictability to all stakeholders, on the policies, regulations, implementation support, and financing and investments required, to ensure all States have equal opportunities to contribute to, and benefit from, the expected emissions reductions from such aviation cleaner energies;

*Also welcoming* the approval by the Council in June 2024 of the ICAO Roadmap for the implementation of CAAF/3 outcomes and the LTAG, as a living document, to monitor and reflect a balanced progress between the four interdependent Building Blocks on policy and planning, regulatory framework, implementation support, and financing;

*Recalling* that Assembly Resolution A37-19 requested the Council, with the support of Member States, to undertake work to develop a framework for market-based measures (MBMs) in international aviation, including further elaboration of the guiding principles listed in the Annex to A37-19, and that the guiding principles were elaborated as listed in the Annex to Assembly Resolutions A38-18, A39-2, A40-18 and A41-21, which are reproduced in the Annex to this Resolution;

*Noting* that a substantial strategy for capacity building and other technical and financial assistance was undertaken by the Organization, in line with *No Country Left Behind* (NCLB), to assist with the preparation and submission of States' action plans, including the holding of regional seminars, the development and update of ICAO Doc 9988, *Guidance on the Development of States' Action Plans on CO<sub>2</sub> Emissions Reduction Activities*, an interactive web-interface, the ICAO Fuel Savings Estimation Tool (IFSET), the ICAO Environmental Benefits Tool (EBT) and a Marginal Abatement Cost (MAC) curve tool;

*Welcoming* that, as of July 2025, 150 Member States that represent more than 99 per cent of global international air traffic voluntarily prepared and submitted action plans to ICAO;

*Recognizing* the need to further develop and update State Action Plans, including the quantification of CO<sub>2</sub> emissions reduction benefits with practical tools, for sustainable aviation and infrastructure with the focus on environment-driven innovations;

*Recognizing* the different circumstances among States in their capacity to respond to the challenges associated with climate change and the need to provide necessary support, in particular to developing countries and States having particular needs;

*Affirming* that specific measures to assist developing States as well as to facilitate access to financial support, technology transfer and capacity building should be initiated as soon as possible;

*Recognizing* the assistance provided by ICAO in partnership with other organizations to facilitate Member States' actions to reduce aviation emissions, as well as to continuously search for potential assistance partnerships with other organizations;

*Welcoming* the progress under the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuel (ACT-SAF) Programme to support the global scale-up in development and deployment of SAF, LCAF and other aviation cleaner energies, recognizing the significance of the establishment of partnerships, initiatives and international cooperation among States and relevant stakeholders, in line with *No Country Left Behind* (NCLB);

*Recognizing* the need to invest up to 3.2 trillion USD in producing aviation cleaner energies through to



2050, and additional investments will be needed for other aviation CO<sub>2</sub> reduction measures such as aircraft technologies and operational improvements, according to the LTAG report, and *welcoming* the establishment of initiatives such as the ICAO ACT-SAF and ICAO Finvest Hub to accelerate the development, and facilitate enhanced access to public and private investment capacities and funding from financial institutions, for projects contributing to the decarbonization of international aviation, in particular for developing countries and States having particular needs;

*Recognizing* the consideration of the Council on the establishment of a climate finance initiative or funding mechanism under ICAO, while addressing the possible financial, institutional and legal challenges, as requested by the 41st Session of the ICAO Assembly;

*Recognizing* that, according to the latest reports from the IPCC, progress in climate change adaptation planning and implementation has been observed across all sectors and regions, but it is still being unevenly distributed with several adaptation gaps observed, including potential vulnerabilities of key transport infrastructures such as international aviation systems and infrastructures, meaning that their design standards should give due consideration to account for projected climate impacts and risks;

*Recognizing* the need for enabling conditions for the implementation of long-term climate change adaptation measures, especially for vulnerable parts of the aviation system and infrastructure, which would enhance the preparedness level of the international aviation sector for projected extreme and disruptive climate-related events;

*Recognizing* the importance of work being undertaken by ICAO, in cooperation with States and relevant United Nations bodies and international organizations, to identify the potential impacts of climate change on international aviation operations and related infrastructure, together with identified options of adaptation measures; and

*Recognizing* the progress made by ICAO in its implementation of the Climate Neutral UN initiative and the significant support provided by ICAO to the initiative, in particular through the development and regular updates of the ICAO Carbon Emissions Calculator, to support the assessment of emissions from passengers travelling by air and welcoming its expansion to add air cargo emissions;

*The Assembly:*

1. *Resolves* that this Resolution, together with Resolution A42-20: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality* and Resolution A42-22: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*, supersede Resolutions A41-20, A41-21 and A41-22 and constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection;

2. *Requests* the Council to:

- a) ensure that ICAO exercise continuous leadership on environmental issues relating to international civil aviation, including GHG emissions;
- b) continue to study policy options to limit or reduce the environmental impact of aircraft engine emissions and to develop concrete proposals as needed, encompassing technical solutions and market-based measures, and taking into account potential implications of such measures for developing as well as developed countries; and

- c) continue to cooperate with organizations involved in policy-making in this field, notably with the Conference of the Parties to the UNFCCC;

3. *Reiterates* that:

- a) ICAO should continue to take initiatives to promote information on scientific understanding of aviation's impact and action undertaken to address aviation emissions and continue to provide the forum to facilitate discussions on solutions to address aviation emissions; and
- b) emphasis should be on those policy options that will reduce aircraft engine emissions without negatively impacting the growth of air transport especially in developing economies;

4. *Resolves* that States and relevant organizations will work through ICAO to achieve a global annual average fuel efficiency improvement of 2 per cent until 2020 and an aspirational global fuel efficiency improvement rate of 2 per cent per annum from 2021 to 2050, calculated on the basis of volume of fuel used per revenue tonne kilometre performed;

5. *Agrees* that the goals mentioned in paragraph 4 above would not attribute specific obligations to individual States, and the different circumstances, respective capabilities and contribution of developing and developed States to the concentration of aviation GHG emissions in the atmosphere will determine how each State may voluntarily contribute to achieving the global aspirational goals;

6. *Also resolves* that, without any attribution of specific obligations to individual States, ICAO and its Member States with relevant organizations will work together to strive to achieve a collective medium-term global aspirational goal of keeping the global net carbon emissions from international aviation from 2020 at the same level, taking into account: the special circumstances and respective capabilities of States, in particular developing countries; the maturity of aviation markets; the sustainable growth of the international aviation industry; and that emissions may increase due to the expected growth in international air traffic until lower emitting technologies and fuels and other mitigating measures are developed and deployed, while also recognizing the long-term global aspirational goal in paragraph 7 below;

7. *Further resolves* that, in addition to the medium-term global aspirational goal in paragraph 6 above, ICAO and its Member States are encouraged to work together to strive to achieve a collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal, recognizing that each State's special circumstances and respective capabilities (e.g. the level of development, maturity of aviation markets, sustainable growth of its international aviation, just transition, and national priorities of air transport development) will inform the ability of each State to contribute to the LTAG within its own national timeframe;

8. *While recognizing* that the LTAG is a collective global aspirational goal, and it does not attribute specific obligations or commitments in the form of emissions reduction goals to individual States, *urges* each State to contribute to achieving the goal in a socially, economically and environmentally sustainable manner and in accordance with national circumstances;

9. *Emphasizes* the need to globally scale up the development and deployment of SAF, LCAF and other aviation cleaner energies, which are expected to have the largest contribution to aviation CO<sub>2</sub> emissions reductions to support the achievement of the LTAG, *and resolves* that ICAO and its Member States strive to achieve a collective global aspirational Vision to reduce CO<sub>2</sub> emissions in international aviation by 5 per cent by 2030 through the use of SAF, LCAF and other aviation cleaner energies (compared to zero cleaner energy use). In pursuing this Vision, each State's special circumstances and respective capabilities will inform the ability of each State to contribute to the Vision within its own national timeframe, without

attributing specific obligations or commitments in the form of emissions reduction goals to individual States;

10. *Requests* the Council, with the technical contribution of CAEP, to implement the LTAG Monitoring and Reporting (LMR) methodology to assess progress on the implementation of CO<sub>2</sub> emissions reduction measures towards the achievement of the LTAG, while the LMR will be supported by information from annual ICAO LTAG Stocktaking, ICAO Tracker Tools, State Action Plans for international aviation CO<sub>2</sub> emissions reduction and other information sources, including the monitoring of progress on means of implementation support and financing. The LMR also incorporates the monitoring and review of the global aspirational Vision and the ICAO Global Framework on SAF, LCAF and other Aviation Cleaner Energies, including through the annual ICAO LTAG Stocktaking and the convening of CAAF/4 no later than 2028 with a view to updating the ambition on the basis of market developments in all regions. In this regard, the Council will present necessary updates on the LMR, for consideration by the 43rd Session of the ICAO Assembly;

11. *Requests* the Council to continue to monitor and update the ICAO Roadmap for the implementation of CAAF/3 outcomes and the LTAG, as a living document, while maintaining a balanced progress between the four interdependent Building Blocks on policy and planning, regulatory framework, implementation support, and financing;

12. *Further encourages* all States to submit and update voluntary action plans to ICAO to reduce CO<sub>2</sub> emissions from international aviation, outlining respective policies, actions and roadmaps, including long-term projections;

13. *Invites* those States that choose to prepare or update action plans to submit them to ICAO as soon as possible preferably by the end of June 2027 and once every three years thereafter, in order that ICAO can continue to compile the quantified information in relation to achieving the global aspirational goals and the global aspirational Vision, and the action plans should include information on the basket of measures considered by States, reflecting respective national capacities and circumstances, quantified information on the expected environmental benefits from the implementation of the measures chosen from the basket, and information on any specific assistance needs for the implementation of the measures so that ICAO can tailor capacity building and implementation support measures including facilitating access to financing and funding in line with the State's needs;

14. *Encourages* States that have already submitted action plans to share information contained in action plans and build partnerships with other Member States in order to support those States that have not prepared action plans, and to make the submitted action plans available to the public, taking into account the commercial sensitivity of information contained in States' action plans;

15. *Requests* the Council to facilitate the dissemination of economic and technical studies and best practices related to the global aspirational goals and the global aspirational Vision and to continue to provide guidance and other technical assistance for the preparation and update of States' action plans prior to the end of June 2027, including through cooperation and assistance on identifying possible sources of financing for decarbonization of aviation in cooperation with financial and other relevant organizations, in order for States to conduct necessary studies and to voluntarily submit action plans to ICAO;

16. *Requests* the Council to maintain and enhance appropriate standards, methodologies and a mechanism to measure/estimate, monitor and verify global GHG emissions from international aviation, and that States support the work of ICAO on measuring progress through the reporting of annual data on traffic, fuel consumption and CO<sub>2</sub> emissions;

17. *Specifically requests* the Council, with technical contribution of CAEP, to undertake a study of fuel accounting systems for international aviation currently used in the open market. This study would include preliminary exploration of the so-called ‘book and claim’ concept to assess its relevancy and applicability, and taking into account relevant developments in other UN bodies, including Article 6 of the Paris Agreement. The intent of the study would be to better understand these accounting systems and concepts and identify potential areas for further investigation. This work can help determine what, if any, role ICAO could have in supporting these systems to facilitate access to environmental benefits of SAF, LCAF and other aviation cleaner energies for international aviation and ensure environmental integrity, with a view to fostering without disincentivizing the global production of such fuels, in particular in developing countries;

18. *Requests* the Council to request States to continue to support the efforts of ICAO on enhancing the reliability of measuring/estimating global GHG emissions from international aviation, and to regularly report CO<sub>2</sub> emissions from international aviation to the UNFCCC, as part of its contribution to assessing progress made in the implementation actions in the sector based on information approved by its Member States;

19. *While recognizing* that no effort should be spared to obtain means to support the reduction and stabilization of CO<sub>2</sub> emissions from all sources *and emphasizing* the need for significant financial resources to achieve aviation’s clean energy transition and the LTAG, *urges* that ICAO and its Member States express a clear concern, through the UNFCCC and other relevant processes, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner;

20. *Recognizes* that the achievement of the LTAG requires a robust, targeted and tailored capacity-building and implementation support programme, and that ICAO, industry, academia and other relevant stakeholders need to work together to deliver such a programme, taking into account different circumstances of States and regions, and in line with *No Country Left Behind*;

21. *Requests* the Council to continue to implement the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuel (ACT-SAF) Programme to support the global scale-up in development and deployment of SAF, LCAF and other aviation cleaner energies, including:

- a) provision of guidance and training, including for the national policy development;
- b) sharing of best practices, including through ICAO seminars and ICAO Tracker Tools;
- c) facilitating the establishment of partnerships, knowledge sharing and technical cooperation amongst ACT-SAF partners;
- d) promoting the voluntary transfer of technology, in particular for developing countries and States having particular needs, including on technical skills, manufacturing, processing and equipment;
- e) assistance for the development of feasibility studies and business implementation studies;
- f) accelerating the development of specific aviation CO<sub>2</sub> emissions reduction projects (e.g. acceleration of the sustainability assessment in SAF projects) including under the Technical Cooperation Programme, which may also facilitate the project’s financial access under the ICAO Finvest Hub in sub-paragraph 24 c) below;

- g) further outreach to States and other stakeholders to provide voluntary contributions of additional resources to the ICAO Voluntary Environment Fund in support of activities above under the ACT-SAF programme, and *urges* States and other stakeholders to make regular and substantial contributions to the Fund; and
  - h) extending the ACT-SAF programme to add support to the implementation of other emissions reduction measures (e.g. aircraft technology, operations and infrastructural measures) as an ACT-LTAG programme;
22. *Requests* the Council to establish the ACT-LTAG programme as a structured and comprehensive framework to support the development and update of State Action Plans to voluntarily contribute to the LTAG, building upon existing initiatives such as the ACT-CORSIA and ACT-SAF programmes, and collaborating with regional initiatives and platforms to deliver targeted, practical support tailored to State-specific needs, in line with *No Country Left Behind* (NCLB);
23. *Recognizes* that means of implementation commensurate to the level of ambition, including financing, will promote the achievement of the LTAG. It requires substantial investments for States, according to their national circumstances, and that various possible modalities and/or funding mechanisms could be used by ICAO to complement the capacity building and implementation support activities above, and facilitate financing and investment support for implementation of specific aviation CO<sub>2</sub> emissions reduction measures;
24. *Requests* the Council to:
- a) enhance engagement and establish networks and structured dialogues between Member States and the international finance community and other relevant stakeholders, including public and private financial institutions, investors and insurers, as well as the UN and other internationally-recognized funds and investment vehicles, in order to outreach and advocate the financial needs towards the achievement of the LTAG including for SAF, LCAF and other aviation cleaner energies, and to identify and promote financing and funding opportunities and prioritization to aviation decarbonization projects, in particular for developing countries and States having particular needs;
  - b) promote and encourage States to use the ICAO sustainability criteria, which are the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies, to prioritize and facilitate financial access to aviation cleaner energy projects;
  - c) further operationalize the ICAO Fininvest Hub to facilitate enhanced access to public and private investment capacities and funding from financial institutions, for projects contributing to the decarbonization of international aviation towards the achievement of the LTAG with a special attention to SAF, LCAF and other aviation cleaner energies, in particular for developing countries and States having particular needs, including:
    - 1) developing a platform to connect aviation decarbonization projects with potential public and private investors with a matchmaking function, thus helping investors to identify and assess projects, including through the partnerships with the financing platforms of other organizations, while ensuring the ICAO technical requirements such as the sustainability criteria are met;

- 2) working with various stakeholders to explore innovative funding and risk mitigation mechanism adapted to the decarbonization of aviation, incentivizing investments, and promoting collaboration among stakeholders to mobilize financial resources effectively (e.g. fostering Public Private Partnerships);
  - 3) collaborating with financial institutions, such as development banks, to create pathways for the funding of projects at various stages of maturity;
  - 4) developing a database of funding and financing sources, together with their terms and conditions, for project developers to be able to draw on; and
  - 5) developing a toolkit of term sheets templates (basic conditions to satisfy investors) for SAF, LCAF and other aviation cleaner energies;
- d) while recognizing the urgency and importance of scaling up the financing to aviation decarbonization measures, take urgent action for implementation of the near-term recommendations identified from the Council's consideration of possible climate finance initiatives or funding mechanisms under ICAO<sup>1</sup>, to enhance the existing framework and schemes on funding and financing initiatives to further support the progress towards achieving and implementing the LTAG and the ICAO Global Framework on SAF, LCAF and other Aviation Cleaner Energies, in particular for developing countries and States having particular needs;
- e) set up a workstream to identify financing needs and gaps and explore ways of addressing the long-term options identified from the Council's consideration of possible climate finance initiatives or funding mechanisms under ICAO<sup>1</sup>, including the feasibility aspects, and report to the 43rd Session of the ICAO Assembly; and
- f) continue to monitor the progress on the means of implementation support and financing, as part of the LMR in paragraph 10 above;
25. *Requests* States to promote scientific research aimed at continuing to address the uncertainties identified in the IPCC special report on Aviation and the Global Atmosphere and in the Assessment reports, and ensure that future assessments undertaken by IPCC and other relevant United Nations bodies include updated information, if any, on aircraft-induced effects on the atmosphere;
26. *Requests* the Council, with the technical contribution of CAEP, to enhance the scientific understanding and address uncertainties of aviation's climate impacts, including exploring means to quantify potential climate impacts of non-CO<sub>2</sub> aviation emissions and technological and operational measures to address such impacts;
27. *Requests* the Council to:
- a) continue to develop and keep up to date the guidance for Member States on the application of policies and measures aimed at reducing or limiting the environmental impact of emissions from international aviation, and conduct further studies with respect to mitigating the impact of international aviation on climate change and to adapting international aviation systems and infrastructure to climate change impacts and risks;
  - b) encourage States to cooperate in the development of predictive analytical models for the

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<sup>1</sup> Refer to Appendix G of A42-WP/25.

assessment of aviation impacts;

- c) continue evaluating the costs and benefits of the various measures, including existing measures, with the goal of addressing aircraft engine emissions in the most cost-effective manner, taking into account the interests of all parties concerned, including potential impacts on the developing world; and
- d) assist Member States with studies, evaluations and development of procedures, in collaboration with other States in the region, to limit or reduce GHG emissions on a global basis and work together collaboratively to optimize the environmental benefits that can be achieved through various programmes;

28. *Invites* the Council and Member States to work together with relevant organizations to strive to achieve the maximum possible level of progress on the implementation of aviation in-sector CO<sub>2</sub> emissions reduction measures (e.g. technology, operations and fuels), recognizing that the largest potential impact on aviation CO<sub>2</sub> emissions reduction will come from fuel-related measures;

29. *Encourages* the Council and Member States to keep abreast of innovative aircraft technologies, new types of operations conducive to emissions reductions, and SAF, LCAF and other aviation cleaner energies in line with *No Country Left Behind*, in order to enable timely certification, as well as timely update and development of relevant ICAO SARPs and guidance, as appropriate. ICAO and its Member States are urged to continue work on the elements of the basket of measures for the achievement of the LTAG, including paragraphs 30 to 35 below;

30. *Requests* States to:

- a) consider policies to encourage the introduction of increasingly fuel efficient aircraft into the market and facilitate cost-effective fleet renewal by manufacturers and aircraft operators, and work together through ICAO to exchange information and develop guidance for best practices on aircraft end-of-life such as through aircraft recycling; and
- b) incentivize and accelerate investments on research and development of new aircraft with zero CO<sub>2</sub> emissions;

31. *Requests* the Council to:

- a) update the CO<sub>2</sub> emissions certification Standard for aeroplanes, as appropriate, based on the latest aircraft efficiency technology improvements;
- b) timely update and develop relevant ICAO environmental Standards and Recommended Practices (SARPs) and guidance for new advanced aircraft technologies, as appropriate; and
- c) update medium- and long-term technological goals for aircraft fuel burn;

32. *Requests* States to:

- a) work together with manufacturers, air navigation services providers (ANSPs), aircraft operators and airport operators to accelerate the development and implementation of fuel efficient routings and air navigation procedures and ground operations to reduce aviation emissions, and work with ICAO to bring the environmental benefits to all regions and States, taking into account the

Aviation System Block Upgrades (ASBUs);

- b) reduce legal, security, economic and other institutional barriers to enable implementation of the new air traffic management operating concepts for the environmentally efficient use of airspace;
- c) develop and implement frameworks that facilitate the deployment of decarbonization projects at airports such as for energy storage and infrastructure, and work together through ICAO to exchange information and best practices on Green Airports, including practices related to airport planning, development, operations and maintenance; and
- d) consider undertaking climate risk assessment to foster the inclusion of climate change adaptation measures into national climate policies and planning processes, with respect to international aviation systems and infrastructures, as appropriate;

33. *Requests* the Council to:

- a) maintain and update guidance on operational measures to reduce international aviation emissions, and place emphasis on increasing fuel efficiency in all aspects of the ICAO's Global Air Navigation Plan (GANP); encourage States and stakeholders to develop air traffic management that optimizes environmental benefits;
- b) continue to develop and update the necessary tools and guidance to assess the benefits associated with air traffic management improvements, and assess the environmental benefits associated with the implementation of the Aviation System Block Upgrades (ASBUs);
- c) continue to facilitate capacity building and technical assistance, and provide the forum to exchange information on best practices for Green Airports, covering such subjects as smart buildings, renewable energy, green mobility, climate change adaptation and resilient development, community engagement and sustainability reporting, aiming at sharing lessons learned and best practices among airports;
- d) publish and maintain guidance material on the implementation of environmentally sustainable practices at airports, including the Eco-Airport Toolkit e-collection; and
- e) encourage States to pursue a climate-resilient development of their aviation systems and infrastructures, through the provision of guidance and the exchange of best practices, with a focus on the development of policies that integrate climate mitigation and adaptation actions to advance the sustainable aviation development;

34. *Requests* States to:

- a) set a coordinated approach in national administrations for policy actions and investment to accelerate the appropriate research, development, deployment and use of SAF, LCAF and other aviation cleaner energies, in accordance with their national circumstances;
- b) consider the use of incentives and other policies to encourage the scale-up in the production and deployment of cleaner and renewable energy sources for aviation, including SAF and LCAF, noting that ICAO guidance provides further detail on these potential policy approaches, and recognizing the need to consider a combination of policies which may differ between States due to their national circumstances;



- c) work with relevant stakeholders to accelerate the fuel research, certification and development as well as processing technology and feedstock production, and the certification of new aircraft and engines to allow the use of 100 per cent SAF, in order to decrease costs and support scale-up of sustainable fuel production pathways up to a commercial scale, especially through encouraging and promoting SAF and/or LCAF purchase agreements as well as supporting timely delivery of any necessary changes to airport and energy supply infrastructure, taking into account the sustainable development of States;
- d) recognize the sustainability criteria, sustainability certification, and the methodology for the assessment of life cycle emissions of such fuels, which are developed and updated as part of work for the implementation of CORSIA and should be used as the accepted basis for the eligibility of SAF, LCAF and other aviation cleaner energies used in international aviation; and
- e) adopt measures to ensure the sustainability of aviation fuels, building on existing approaches or combination of approaches, and monitor their production at a national level;

35. *Requests* the Council to:

- a) encourage Member States and invite industry, financial institutions and other international organizations to actively participate in exchange of information and best practices through seminars and training, and facilitate the establishment of partnerships and the definition of policies that will further promote the transition to cleaner, renewable sources of energy for aviation, including SAF and LCAF, including through the ICAO ACT-SAF programme;
- b) continue to maintain the ICAO Cleaner Energy Tracker Tools;
- c) enhance efforts, with the technical contribution of CAEP, to increase the number of ICAO approved Sustainability Certification Schemes (SCS) in all regions and accelerate the sustainability certification of qualifying SAF, LCAF and other aviation cleaner energies in line with the CORSIA requirements, without excluding any particular fuel source, pathway, feedstock or technology; and in this regard, accelerate the development and approval of new SCS and the analysis and approval of life cycle values for new fuel sources and pathways;
- d) continue to give a global view of the future use of SAF, LCAF and other aviation cleaner energies and to account for changes in life cycle GHG emissions in order to assess progress toward achieving global aspirational goals and the global aspirational Vision;
- e) work with financial institutions to facilitate access to financing infrastructure development projects dedicated to SAF, LCAF and other aviation cleaner energies and incentives to overcome initial market hurdles;
- f) cooperate with other relevant international initiatives, including the Sustainable Energy for All (SE4ALL) initiative, to facilitate aviation's access to renewable energy; and
- g) continue to assess progress on the development and deployment of SAF, LCAF and other aviation cleaner energies, as part of the LMR and monitoring and review of the global aspirational Vision and the ICAO Global Framework in paragraph 10 above, and convene CAAF/4 no later than 2028, with a view to updating the ambition on the basis of market developments in all regions;

36. *Requests* the Council to identify the potential impacts of climate change on international aviation

operations and related infrastructure, identify adaptation measures to address the potential climate change impacts, and maintain and enhance guidance on climate change risk assessment and adaptation measures for international aviation, in cooperation with other relevant international organizations and the industry; and

37. *Requests* the Council to continue to cooperate with the Climate Neutral UN initiative, remain at the forefront of developing methods and tools for quantifying aviation's GHG emissions with respect to the initiative, including the ICAO Carbon Emissions Calculator that also incorporates cargo emissions, and further develop and implement the strategy for reducing GHG emissions and enhancing in-house sustainability management practices of the Organization.

### **Annex**

The guiding principles for the design and implementation of market-based measures (MBMs) for international aviation:

- a) MBMs should support sustainable development of the international aviation sector;
- b) MBMs should support the mitigation of GHG emissions from international aviation;
- c) MBMs should contribute towards achieving global aspirational goals;
- d) MBMs should be transparent and administratively simple;
- e) MBMs should be cost-effective;
- f) MBMs should not be duplicative and international aviation CO<sub>2</sub> emissions should be accounted for only once;
- g) MBMs should minimize carbon leakage and market distortions;
- h) MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;
- i) MBMs should recognize past and future achievements and investments in aviation fuel efficiency and in other measures to reduce aviation emissions;
- j) MBMs should not impose inappropriate economic burden on international aviation;
- k) MBMs should facilitate appropriate access to all carbon markets;
- l) MBMs should be assessed in relation to various measures on the basis of performance measured in terms of CO<sub>2</sub> emissions reductions or avoidance, where appropriate;
- m) MBMs should include de minimis provisions;
- n) where revenues are generated from MBMs, it is strongly recommended that they should be applied in the first instance to mitigating the environmental impact of aircraft engine emissions, including mitigation and adaptation, as well as assistance to and support for developing States;

- o) where emissions reductions are achieved through MBMs, they should be identified in States' emissions reporting; and
- p) MBMs should take into account the principle of common but differentiated responsibilities and respective capabilities, the special circumstances and respective capabilities, and the principle of non-discrimination and equal and fair opportunities.

**Resolution A42-22: Consolidated statement of continuing ICAO policies and practices related to environmental protection - Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)**

*Whereas* Assembly Resolution A38-18 decided to develop a global market-based measure (GMBM) scheme for international aviation, for decision by the 39th Session of the Assembly;

*Recalling* that Assembly Resolution A38-18 requested the Council, with the support of Member States, to identify the major issues and problems, including for Member States, and make a recommendation on a GMBM scheme that appropriately addresses them and key design elements, including a means to take into account special circumstances and respective capabilities, and the mechanisms for the implementation of the scheme from 2020 as part of a basket of measures which also include technologies, operational improvements and sustainable aviation fuels to achieve ICAO's global aspirational goals;

*Whereas* Assembly Resolution A39-3 decided to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as part of a basket of measures which also include aircraft technologies, operational improvements and sustainable aviation fuels to achieve ICAO's global aspirational goals;

*Recognizing* that ICAO is the appropriate forum to address emissions from international aviation, and the significant amount of work undertaken by the Council, its Climate and Environment Committee (CEC), its Technical Advisory Body (TAB) and its Committee on Aviation Environmental Protection (CAEP) to support the implementation of CORSIA;

*Welcoming* the adoption of the second edition of Annex 16 – *Environmental Protection*, Volume IV – *Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*, the provisions of which include Monitoring, Reporting and Verification (MRV) procedures for CORSIA;

*Also welcoming* the publication of the third edition of *Environmental Technical Manual (ETM, Doc 9501)*, Volume IV – *Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*;

*Welcoming* the progress made for the development and update of ICAO CORSIA Implementation Elements, which are reflected in 14 ICAO documents directly referenced in Annex 16, Volume IV, containing materials that are approved by the Council, and are essential for the implementation of CORSIA;

*Also welcoming* the establishment by the Council of the Technical Advisory Body (TAB), with the mandate to make recommendations to the Council on the CORSIA eligible emissions units;

*Recognizing* the importance of a coordinated approach for capacity building activities by ICAO and its Member States, in cooperation with the aviation industry, to support the implementation of CORSIA, in particular through the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA)

programme that includes the organization of seminars, development of outreach materials, and establishment of CORSIA partnerships among States, which have been instrumental to the successful implementation of MRV requirements by States and reporting of annual CO<sub>2</sub> emissions to the CORSIA Central Registry;

*Welcoming* the increasing number of announcements by Member States of their intention to voluntarily participate in CORSIA in the pilot phase from 2021, with the voluntary participation of 88 States for 2021, 107 States for 2022, 115 States for 2023, 126 States for 2024, 129 States for 2025 and 130 States for 2026;

*Recognizing* that strong capacity-building activities can facilitate the decision of Member States to voluntarily participate in CORSIA;

*Recalling* the 2022 periodic review of CORSIA by the Council with the technical contribution of CAEP, including the analyses on the impact of the COVID-19 pandemic and its CO<sub>2</sub> recovery scenarios to the demand, supply and cost of CORSIA offsetting requirements, and associated adoption of Assembly Resolution A41-22 with the adjustments of relevant CORSIA design elements, such as on the CORSIA baseline and calculation of an aeroplane operator's offsetting requirements during and beyond the pilot phase;

*Noting* the support of the aviation industry for CORSIA as a single global carbon offsetting scheme, as opposed to a patchwork of State and regional MBMs, as a cost-effective measure to complement a broader package of measures including technology, operations and infrastructure measures;

*Recognizing* that MBMs should not be duplicative and international aviation CO<sub>2</sub> emissions should be accounted for only once;

*Emphasizing* that the decision by the 39th Session of the Assembly to implement the CORSIA reflects the strong support of Member States for a global solution for the international aviation industry, as opposed to a possible patchwork of State and regional MBMs;

*Reaffirming* the concern with the use of international civil aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, and that MBMs should ensure the fair treatment of the international aviation sector in relation to other sectors;

*Recalling* the United Nations Framework Convention on Climate Change (UNFCCC) and the Paris Agreement and *acknowledging* its principle of common but differentiated responsibilities and respective capabilities, in light of different national circumstances;

*Also acknowledging* the principles of non-discrimination and equal and fair opportunities to develop international aviation set forth in the Chicago Convention;

*Recognizing* that the work related to CORSIA and its implementation will contribute to the achievement of the goals set out in the Paris Agreement adopted under the UNFCCC;

*Whereas* the UNFCCC and its Kyoto Protocol and the Paris Agreement provide for mechanisms, such as the Clean Development Mechanism (CDM) under the Kyoto Protocol and the Paris Agreement Crediting Mechanism (PACM) under the Paris Agreement, to contribute to the mitigation of GHG emissions to support sustainable development, which benefit developing States in particular;

*Recognizing* that this Resolution does not set a precedent for or prejudge the outcome of negotiations under

the UNFCCC, the Paris Agreement, or other international agreements, nor represent the position of the Parties to the UNFCCC, the Paris Agreement, or other international agreements;

*The Assembly:*

1. *Resolves* that this Resolution, together with Resolution A42-20: *Consolidated statement of continuing ICAO policies and practices related to environmental protection - General provisions, noise and local air quality* and Resolution A42-21: *Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change*, supersede Resolutions A41-20, A41-21 and A41-22 and constitute the consolidated statement of continuing ICAO policies and practices related to environmental protection;
2. *Acknowledges* the progress achieved on all elements of the basket of measures available to address CO<sub>2</sub> emissions from international aviation, including aircraft technologies, operational improvements, sustainable aviation fuels and CORSIA, and *affirms* the preference for the use of aircraft technologies, operational improvements and sustainable aviation fuels that provide the environmental benefits within the aviation sector;
3. *Also acknowledges* that, despite this progress, the environmental benefits from aircraft technologies, operational improvements and sustainable aviation fuels may not deliver sufficient CO<sub>2</sub> emissions reductions to address the growth of international air traffic, in time to achieve the global aspirational goal of keeping the global net CO<sub>2</sub> emissions from international aviation from 2020 at the same level;
4. *Emphasizes* the role of CORSIA to complement a broader package of measures to achieve the global aspirational goal, without imposing inappropriate economic burden on international aviation;
5. *Recalls* its decision at the 39th Session to implement a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) to address any annual increase in total CO<sub>2</sub> emissions from international civil aviation (i.e. civil aviation flights that depart in one country and arrive in a different country) above the 2020 levels, taking into account special circumstances and respective capabilities;
6. *Requests* the Council to continue to ensure all efforts to make further progress on aircraft technologies, operational improvements and sustainable aviation fuels be taken by Member States and reflected in their action plans to address CO<sub>2</sub> emissions from international aviation, and to monitor and report the progress on implementation of action plans, and that a methodology should be developed to ensure that an aeroplane operator's offsetting requirements under the scheme in a given year can be reduced through the use of CORSIA eligible fuels (i.e. CORSIA sustainable aviation fuels and CORSIA lower carbon aviation fuels), so that all elements of the basket of measures are reflected;
7. *Requests* the Council to continuously monitor the implementation of all elements of the basket of measures, and consider the necessary policies and actions to ensure that progress is achieved in all of the elements in a balanced way with an increasing percentage of emissions reductions accruing from non-MBM measures over time;
8. *Acknowledges* special circumstances and respective capabilities of States, in particular developing States, in terms of vulnerability to the impacts of climate change, economic development levels, and contributions to international aviation emissions, among other things, while minimizing market distortion;

9. *Recalls* its decision at the 39th Session on the use of a phased implementation for the CORSIA to accommodate the special circumstances and respective capabilities of States, in particular developing States, while minimizing market distortion, as follows:

- a) Pilot phase applies from 2021 through 2023 to States that have volunteered to participate in the scheme. States participating in this phase may determine the basis of their aeroplane operator's offsetting requirements from paragraph 11 e) i) below;
- b) First phase applies from 2024 through 2026 to States that voluntarily participate in the pilot phase, as well as any other States that volunteer to participate in this phase, with the calculation of offsetting requirements in paragraph 11 a) below;
- c) All States are strongly encouraged to voluntarily participate in the pilot phase and the first phase, noting that developed States, which have already volunteered, are taking the lead, and that several other States have also volunteered;
- d) The Secretariat will make public on the ICAO website updated information on the States that volunteered to participate in the pilot phase and first phase;
- e) Second phase applies from 2027 through 2035 to all States that have an individual share of international aviation activities in RTKs in year 2018 above 0.5 per cent of total RTKs or whose cumulative share in the list of States from the highest to the lowest amount of RTKs reaches 90 per cent of total RTKs, except Least Developed Countries (LDCs), Small Island Developing States (SIDS) and Land Locked Developing Countries (LLDCs) unless they volunteer to participate in this phase;
- f) States that are exempted or have not yet participated are strongly encouraged to voluntarily participate in the scheme as early as possible, in particular those States that are members of a regional economic integration organization. States who decide to voluntarily participate in the scheme, or decide to discontinue the voluntary participation from the scheme, may only do so from 1 January in any given year and they shall notify ICAO of their decision by no later than 30 June of the preceding year; and
- g) Starting in 2022, the Council will conduct a review of the implementation of the CORSIA every three years, including its impact on the growth of international aviation, which serves as an important basis for the Council to consider whether it is necessary to make adjustments to the next phase or compliance cycle and, as appropriate, to recommend such adjustments to the Assembly for its decision;

10. *Recalls* its decision at the 39th Session that the CORSIA shall apply to all aeroplane operators on the same routes between States with a view to minimizing market distortion, as follows:

- a) all international flights on the routes between States, both of which are included in the CORSIA by paragraph 9 above, are covered by the offsetting requirements of the CORSIA;
- b) all international flights on the routes between a State that is included in the CORSIA and another State that is not included in the CORSIA by paragraph 9 above are exempted from the offsetting requirements of the CORSIA, while retaining simplified reporting requirements; and
- c) all international flights on the routes between States, both of which are not included in the

CORSIA by paragraph 9 above, are exempted from the offsetting requirements of the CORSIA, while retaining simplified reporting requirements;

11. *Recalls* its decision at the 39th Session and further decision at the 41st Session that the amount of CO<sub>2</sub> emissions required to be offset by an aeroplane operator in a given year from 2021 is calculated every year as follows:

- a) an aeroplane operator's offset requirement = [ % sectoral × (an aeroplane operator's emissions covered by CORSIA in a given year × the sector's growth factor in the given year) ] + [ % individual × (an aeroplane operator's emissions covered by CORSIA in a given year × that aeroplane operator's growth factor in the given year) ];
- b) where the sector's growth factor from 2021 through 2023 = (total emissions covered by CORSIA in the given year – total emissions covered by CORSIA in 2019) / total emissions covered by CORSIA in the given year, and the sector's growth factor from 2024 through 2035 = (total emissions covered by CORSIA in the given year – 85% of total emissions covered by CORSIA in 2019) / total emissions covered by CORSIA in the given year;
- c) where the aeroplane operator's growth factor from 2033 through 2035 = (the aeroplane operator's emissions covered by CORSIA in the given year – 85% of the aeroplane operator's emissions covered by CORSIA in 2019) / the aeroplane operator's emissions covered by CORSIA in the given year;
- d) where the % sectoral = (100% – % individual) and;
- e) where the % sectoral and % individual will be applied as follows:
  - i) from 2021 through 2023, 100% sectoral and 0% individual, though each participating State may choose during this pilot phase whether to apply this to:
    - a) an aeroplane operator's emissions covered by CORSIA in a given year, as stated above, or
    - b) an aeroplane operator's emissions covered by CORSIA in 2019;
  - ii) from 2024 through 2026, 100% sectoral and 0% individual;
  - iii) from 2027 through 2029, 100% sectoral and 0% individual;
  - iv) from 2030 through 2032, 100% sectoral and 0% individual;
  - v) from 2033 through 2035, 85% sectoral and 15% individual;
- f) the aeroplane operator's emissions and the total emissions covered by CORSIA in the given year do not include emissions exempted from the scheme in that year;
- g) the scope of emissions in paragraphs 11 b) and 11 c) above will be recalculated at the start of each year to take into account routes to and from all States that will be added due to their voluntary participation or the start of a new phase or compliance cycle;

12. *Recalls* its decision at the 39th Session and further decision at the 41st Session that a new entrant<sup>1</sup> is exempted from the application of the CORSIA for three years or until the year in which its annual emissions exceed 0.1 per cent of total emissions in 2019, whichever occurs earlier. From the subsequent year, the new entrant is included in the scheme and treated in the same way as the other aeroplane operators;

13. *Recalls* its decision at the 39th Session that, notwithstanding with the provisions above, the CORSIA does not apply to low levels of international aviation activity with a view to avoiding administrative burden: aeroplane operators emitting less than 10 000 metric tonnes of CO<sub>2</sub> emissions from international aviation per year; aeroplanes with less than 5 700 kg of maximum take-off mass (MTOM); or humanitarian, medical and firefighting operations;

14. *Recalls* its decision at the 39th Session that the emissions that are not covered by the scheme, as the results of phased implementation and exemptions, are not assigned as offsetting requirements of any aeroplane operators included in the scheme;

15. *Recalls* its decision at the 39th Session on a three-year compliance cycle, starting with the first cycle from 2021 to 2023, for aeroplane operators to reconcile their offsetting requirements under the scheme, while they report the required data to the authority designated by the aeroplane operator's State of registry every year;

16. *Recalls* its decision at the 39th Session on the need to provide for safeguards in the CORSIA to ensure the sustainable development of the international aviation sector and against inappropriate economic burden on international aviation, and *requests* the Council to decide the basis and criteria for triggering such action and identify possible means to address these issues;

17. *Recalls* its decision at the 39th Session that a periodic review of the CORSIA is undertaken by the Council, with the technical contribution of CAEP, for consideration by the Assembly, every three years from 2022 for the purpose referred to in paragraph 9 g) above and to contribute to the sustainable development of the international aviation sector and the effectiveness of the scheme, and *requests* the Council to develop a methodology and timeline to conduct such reviews. This will involve, inter alia:

- a) assessment of: progress towards achieving ICAO's global aspirational goal; the scheme's market and cost impact on States and aeroplane operators and on international aviation; and the functioning of the scheme's design elements;
- b) consideration of the scheme's improvements that would support the purpose of the Paris Agreement, in particular its long-term temperature goals; and update the scheme's design elements to improve implementation, increase effectiveness, and minimize market distortion, taking into account the consequential impact of changing the scheme's design elements, e.g. to MRV requirements; and
- c) a special review by the end of 2032 on termination of the scheme, its extension or any other improvements of the scheme beyond 2035, including consideration of the contribution made by aircraft technologies, operational improvements and sustainable aviation fuels towards achieving ICAO's environmental objectives;

18. *Determines* that the CORSIA is the only global market-based measure applying to CO<sub>2</sub> emissions

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<sup>1</sup> A new entrant is defined as any aeroplane operator that commences an aviation activity falling within the scope of Annex 16, Volume IV on or after its entry into force and whose activity is not in whole or in part a continuation of an aviation activity previously performed by another aeroplane operator.



from international aviation so as to avoid a possible patchwork of duplicative State or regional MBMs, thus ensuring that international aviation CO<sub>2</sub> emissions should be accounted for only once;

19. *Requests* the following actions be taken for implementation of the CORSIA:

- a) the Council, with the technical contribution of CAEP, to update Annex 16, Volume IV and the Environmental Technical Manual, Volume IV, as appropriate;
- b) the Council, with the technical contribution of CAEP, to continue to develop and update the ICAO CORSIA documents referenced in Annex 16, Volume IV related to: ICAO CORSIA CO<sub>2</sub> Estimation and Reporting Tool; CORSIA eligible fuels; CORSIA emissions units criteria (EUC); and CORSIA Central Registry, as appropriate;
- c) the Council to develop and update the ICAO CORSIA document referenced in Annex 16, Volume IV related to the eligible emissions units for use by the CORSIA, considering the recommendations of the TAB;
- d) the Council to maintain and update the CORSIA Central Registry under the auspices of ICAO to enable the reporting of relevant information from Member States to ICAO;
- e) the Council to continue to oversee the implementation of the CORSIA, with support provided by the CEC and CAEP, as appropriate; and
- f) Member States to take the necessary action to ensure that national policies and regulatory frameworks are established for the compliance and enforcement of the CORSIA, in accordance with the timeline set forth by Annex 16, Volume IV;

20. *Recalls* its decision at the 39th Session that emissions units generated from mechanisms established under the UNFCCC and its Kyoto Protocol and the Paris Agreement Crediting Mechanism (PACM) are eligible for use in CORSIA, provided that they align with decisions by the Council, with the technical contribution of TAB and CAEP, including on avoiding double-counting and on eligible vintage and timeframe;

21. *Decides* that ICAO and Member States take all necessary actions in providing the capacity building and assistance and building partnerships for implementation of the CORSIA, in accordance with the timeline set forth in Annex 16, Volume IV, including through the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme that includes the organization of seminars, development of outreach materials, and establishment of CORSIA partnerships among States, while emphasizing the importance of a coordinated approach under the umbrella of ICAO for undertaking capacity building and assistance activities;

22. *Recalls* its decision at the 39th Session that the CORSIA will use emissions units that meet the Emissions Unit Criteria (EUC) in paragraph 19 above;

23. *Requests* the Council to promote the use of emissions units generated that benefit developing States, and *encourages* States to develop domestic aviation-related projects; and

24. *Requests* the Council to explore further development of aviation-related methodologies for use in offsetting programmes, including mechanisms or other programmes under the Paris Agreement, and *encourages* States to use such methodologies in taking actions to reduce aviation CO<sub>2</sub> emissions, which could further enable the use of credits generated from the implementation of such programmes by the CORSIA, without double-counting of emissions reduction.

**Resolution A42-23: Consolidated statement of ICAO policies on technical cooperation and technical assistance**

*Whereas* new policies have been approved by the Council for capacity development and implementation support, in the form of technical assistance and technical cooperation, which replaced the Policy on Technical Assistance endorsed by the 38th Session of the Assembly;

*Whereas* the Assembly has endorsed the new *Policy on ICAO Implementation Support Provided to States* with the objective of strengthening and harmonizing the coordination and management of capacity development and implementation support programmes, projects, products, services and activities across the Organization;

*Whereas* ICAO capacity development and implementation support is provided to Contracting States under a *One-ICAO* approach, ensuring that the development, deployment and delivery of products, services and activities are carried out with a focus on relevance, consistency, efficiency and effectiveness;

*Recognizing* that a common ICAO capacity development and implementation support programme will further strengthen the Organization's capacity development and implementation support activities to better meet the needs of Contracting States;

*Recognizing* that ICAO capacity development and implementation support provided to Contracting States is essential to achieving the No Country Left Behind strategic goal as reflected in the Organization's long-term Strategic Plan.

*The Assembly:*

1. *Resolves* that the Appendices attached to this Resolution constitute the consolidated statement of ICAO policies on capacity development and implementation support, as these policies exist at the close of the 42nd Session of the Assembly;
2. *Declares that* this Resolution supersedes Resolution A41-25.

**APPENDIX A**

**The ICAO Capacity Development and Implementation Programme**

*Whereas* the growth and improvement of civil aviation can make an important contribution to the economic development of States;

*Whereas* civil aviation is important to the technological, economic, social and cultural advancement of all countries and especially of developing countries and their subregional, regional and global cooperation;

*Whereas* ICAO can assist States in advancing their civil aviation and at the same time promote the realization of its Strategic Objectives;

*Whereas* Resolution 222 (IX)A of 15 August 1949 of the United Nations Economic and Social Council, approved by the General Assembly in its Resolution of 16 November 1949 and endorsed by the ICAO Assembly in its Resolution A4-20, entrusted all Organizations of the United Nations system to participate fully in the Expanded Programme of Technical Assistance for Economic Development, and that ICAO, as the United Nations specialized agency for civil aviation, began the execution of technical cooperation and

technical assistance projects in 1951 with funding from the United Nations Special Account for Technical Assistance, established pursuant to the above Resolution;

*Whereas* the large deficits experienced from 1983 to 1995 required the definition of a new policy on technical cooperation and technical assistance and a new organizational structure for the ICAO Technical Cooperation Bureau;

*Whereas* the implementation of the New Policy on technical cooperation and technical assistance, endorsed by the 31st Session of the Assembly, based on the progressive implementation of the core staff concept, the integration of the Technical Cooperation Bureau into the Organization's structure, and the establishment of the ICAO Objectives Implementation Funding Mechanism, as well as the new organizational structure for the Technical Cooperation Bureau implemented in the 1990s, significantly reduced costs and substantially improved the financial situation of the Technical Cooperation and Technical Assistance Programmes;

*Whereas* the objectives of the New Policy emphasized the importance of the Technical Cooperation and Technical Assistance Programmes in the global implementation of ICAO Standards and Recommended Practices (SARPs) and Air Navigation Plans (ANPs), as well as the development of the civil aviation infrastructure and human resources of developing States in need of technical cooperation or technical assistance from ICAO;

*Whereas* standardization and monitoring of SARPs implementation remain important functions of the Organization and emphasis has been placed on ICAO's role towards implementation and support to Contracting States;

*Whereas* the Council has endorsed the realignment of technical assistance and technical cooperation as a new strategic direction to be implemented within the "One-ICAO" approach;

*Whereas* the new Policy on ICAO Implementation Support Provided to States approved by the Council aims at strengthening and harmonizing the coordination and management of capacity development and implementation support programmes, projects, products, services and activities, and ensuring that the support provided to States across all areas of civil aviation is relevant, efficient, consistent in content and delivery regardless of the source of assistance or the associated funding mechanism;

*Whereas* A35-21 encouraged the Council and the Secretary General to adopt a structure and mechanism that would use commercially oriented practices to allow fruitful partnerships with funding partners and recipient States;

*Whereas* A39-23 urged Member States, the industry, financial institutions, donors and other stakeholders to coordinate and cooperate amongst themselves and to support the implementation of assistance activities in line with the global and regional priorities established by ICAO, thereby avoiding duplication of efforts;

*Whereas* capacity development and implementation support is a dynamic and complex field within a rapidly evolving technological environment impacting the needs of States and interests of development partners, thus requiring innovative ways to effectively address inherent challenges, improve quality of deliverables, increase capacity and efficiency, ensure higher reliability towards SARPs compliance and strengthen competitiveness in the global aviation market;

*Whereas* the Council has endorsed a new Strategy and Business Model for the Technical Cooperation Bureau aimed at enhancing the services provided in partnership with other ICAO Bureaus and Regional Offices and delivering greater value to beneficiary States and non-State entities;

*Whereas* the Organization has shifted its focus towards building a stronger, more cohesive brand identity centred on its core mission and services, and the Secretary General has thus approved the renaming of the Technical Cooperation Bureau to Capacity Development and Implementation Bureau, reflecting the Organization's commitment to strengthening aviation capabilities, encompassing ICAO's full range of services and support, with the objective of better addressing the needs of its Contracting States;

*Whereas* the Council has agreed that greater operational flexibility should be accorded to the Capacity Development and Implementation Bureau with the appropriate oversight and control;

*Whereas* all capacity development activities of the Organization continue to be based on the principle of cost recovery and measures continue to be taken to minimize administrative and operational costs to the extent possible;

*Whereas* the Capacity Development and Implementation Programme and related Administrative and Operational Services Cost (AOSC) Fund income for the triennium and beyond cannot be estimated with precision and can vary substantially based on various factors outside ICAO's control;

*Whereas* the Capacity Development and Implementation Programme volume drastically declined during the previous triennium and the financial situation of the AOSC Fund deteriorated substantially, further exacerbated by the unprecedented impact of the COVID-19 pandemic and the slow recovery of the air transport sector;

*Whereas* the current triennium has seen increased sustainability of investments in capacity building and infrastructure development, contributing to the steady recovery of the Capacity Development and Implementation Programme operations to pre-pandemic levels and the attainment of robust financial performance;

*Whereas* the Council adopted a Cost Recovery Policy to minimize cross-subsidization between the Regular Budget and extra-budgetary sources of funding through more adequate cost allocation, while ensuring competitiveness.

*The Assembly:*

#### *Capacity Development and Implementation Programme*

1. *Recognizes* the importance of the Capacity Development and Implementation Programme for advancing the Strategic Goals, High-Priority Enablers and key priorities of the Organization, reaffirming its commitment that no country is left behind in aviation development, while also contributing to the achievement of the relevant United Nations Sustainable Development Goals;

2. *Reaffirms* that the Capacity Development and Implementation Programme, implemented within the rules, regulations and procedures of ICAO, is a permanent priority activity of ICAO that complements the role of the Regular Programme in providing support to States in the effective implementation of ICAO Policies, SARPs, PANS and Global Plans, regional and national aviation plans, and guidance material, as well as in the development and modernization of their civil aviation administration infrastructure, capacity building and training of human resources;

3. *Reaffirms* that the Capacity Development and Implementation Bureau is one of the main instruments of ICAO to deliver tailored assistance to States in the field of civil aviation for the benefit of the international civil aviation community as a whole;

4. *Recognizes* the central role of its Global Aviation Training programme in enhancing the competencies of aviation professionals worldwide by ensuring that States have access to standardized, high-quality and targeted training to support the implementation of ICAO SARPs and strengthening their civil aviation systems;
5. *Reaffirms* that, within the existing financial means, the ICAO Capacity Development and Implementation Programme should be reinforced, at Headquarters, Regional Office and field level, in order to allow the Organization to play its role more efficiently and effectively with the understanding that no increase in project costs will be incurred;
6. *Reaffirms* that improved cooperation and coordination of ICAO's capacity development and implementation support programmes, projects and activities should be achieved through clear delineation of each Bureau's mandate and activities to avoid duplication and redundancy;
7. *Requests* the Secretary General, considering the specialization, qualifications and expertise, limited financial and human resources, segregation of duties and the mandate of the respective organizational entities within the Secretariat, to optimize the allocation of resources and distribution of roles and responsibilities in relation to capacity development and implementation support programmes, projects and activities;
8. *Reaffirms* that, in the event that the AOSC operation for any given financial year ends in a financial deficit, such deficit should first be met from the accumulated surplus of the AOSC Fund and, as a last resort, a call for support from the Regular Budget;
9. *Requests* the Secretary General to implement greater efficiency measures leading to a gradual reduction of administrative support costs charged to capacity development and implementation support projects, products and services;
10. *Reaffirms* that costs recovered by the Organization for support services provided to the Capacity Development and Implementation Bureau must be directly and exclusively related to project operations in order to keep administrative support costs to a minimum;

*ICAO as the recognized agency for civil aviation*

11. *Reminds* Contracting States contemplating the development or enhancement of their civil aviation infrastructures, to consider the advantages of using the ICAO Capacity Development and Implementation Programme for their civil aviation projects;
12. *Requests* the Secretary General to continue to raise the awareness of States, the industry and private sector, international and regional organizations, financial institutions, donors and the United Nations regarding the advantages of using ICAO for the implementation and funding of capacity building and infrastructure development projects in the civil aviation field;
13. *Recommends* to donor States, financing institutions and other development partners, including the aviation industry and the private sector, wherever appropriate, to give preference to ICAO for the identification, formulation, analysis, implementation and evaluation of civil aviation projects in the fields of technical cooperation and technical assistance, and *requests* the Secretary General to continue communicating with such entities and with potential recipient States, with a view to allocating funds for the development of civil aviation, using ICAO as the executing agency;
14. *Recommends* to States receiving bilateral or other government-sponsored aid to consider the value

of using the ICAO Capacity Development and Implementation Programme to support the implementation of their programmes related to civil aviation;

*Expansion of ICAO Capacity Development Implementation Support*

15. *Reaffirms* that in adopting commercially-oriented practices for the financial sustainability of the Capacity Development and Implementation Bureau, there is a need to establish flexible mechanisms facilitating cooperation with potential beneficiaries on new civil aviation development projects and partnerships with States, donors and other stakeholders for resource mobilization opportunities, and *invites* the Secretary General to identify mechanisms to allow ICAO to participate in tenders for the development of civil aviation issued by donor organizations, development banks and international financial institutions consistent with best practices of the United Nations System, and to regulate the way in which ICAO can work with the industry considering existing models used by other international civil aviation entities, while ensuring that adequate controls are in place and the good reputation of ICAO is maintained;

16. *Reaffirms* the need to expand the provision of capacity development and implementation support by ICAO to the non-State entities (public or private) directly involved in civil aviation, in furtherance of ICAO Strategic Objectives, such cooperation and assistance to encompass, *inter alia*, those activities that were traditionally provided by national civil aviation administrations and are being privatized to some degree, where the State shall, nonetheless, continue to be responsible under the Chicago Convention for the quality of the services provided and their compliance with ICAO SARPs, and *requests* the Secretary General to inform the civil aviation authority concerned of the technical aspects of the project immediately upon the start of negotiations with non-State entities;

17. *Reaffirms* that ICAO should expand the provision of capacity development and implementation support products and services, upon request, to non-State entities (public and private) that are implementing projects in Contracting States in the field of civil aviation which aim at enhancing aviation safety, air navigation capacity and efficiency, security and facilitation, environmental protection and economic development of international air transport, and *directs* the Secretary General to consider, on a case-by-case basis, the requests of such entities for ICAO cooperation and assistance with particular regard to project compliance with ICAO SARPs and, as applicable, to relevant national policies and regulations promulgated by the recipient State;

18. *Requests* the Secretary General to continue to undertake coordinated and sustained actions aimed at ensuring the progressive realignment of technical assistance and technical cooperation in order for capacity development and implementation support to function in a consistent and harmonized manner and *supports and encourages* the development of new and innovative solutions for capacity development and implementation support projects and activities within a strengthened “One-ICAO” approach for the achievement of greater synergies;

19. *Encourages* the use of systems and tools to strengthen the planning, development and management of capacity development and implementation support and *requests* the Secretary General to provide the necessary means to make these technologies available to better support Member States;

*Framework Agreements*

20. *Reaffirms* that ICAO, within the framework of its Capacity Development and Implementation Programme, uses Trust Fund (TF) Agreements, Management Services Agreements (MSA), the Civil Aviation Purchasing Service (CAPS) and other framework agreements and funding arrangements as may be necessary to provide maximum cooperation and assistance to stakeholders implementing civil aviation projects; and

21. *Views with satisfaction* the initiative of States to make greater use of these arrangements to obtain capacity development and implementation support products and services in the field of civil aviation.

## **APPENDIX B**

### **Funding of the Capacity Development and Implementation Support Programmes, Projects and Activities**

*Whereas* many ICAO Contracting States lack the required funds to efficiently and consistently develop and sustain their civil aviation infrastructure and human resources, and rectify identified deficiencies;

*Whereas* funds available for capacity development and implementation support in the field of civil aviation are insufficient to meet the needs of civil aviation, especially in developing countries;

*Whereas* ICAO capacity development and implementation support is resourced from the Regular Budget of the Organization, ICAO Voluntary Funds and in-kind contributions, cost recovery mechanisms, revenue generation, and through collaborative arrangements and leveraging resources and expertise reaching out to potential partners in line with the *ICAO Policy on Interactions with External Parties*;

*Whereas* the Capacity Development and Implementation Programme, with few exceptions, is funded by developing countries providing funds for their own projects;

*Whereas* civil aviation administrations of Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS) are, in particular, those needing the most support while, at the same time, relying mostly on financial institutions and industry to fund their technical cooperation projects;

*Whereas* UNDP funding is directed mainly to development sectors other than civil aviation, and its financial contribution to civil aviation activities has considerably decreased to a level where it represents less than one per cent of the ICAO Capacity Development and Implementation Programme, but UNDP continues to provide administrative support to ICAO at the country level;

*Whereas* rapid technological development in civil aviation requires from developing States substantial expenditures in aviation ground facilities to match that development, and continues to increase requirements for training of national aeronautical personnel that are beyond their financial resources and training facilities;

*Whereas* the Assembly introduced the ICAO Objectives Implementation Funding Mechanism with a view to mobilizing additional resources for technical cooperation and technical assistance projects identified as required to support the implementation of SARPs and the facilities and services listed in the ANPs, as well as the implementation of ICAO audit-related recommendations and the rectification of identified deficiencies;

*Whereas* the Council has established other thematic and multi-donor trust funds with the objective of assisting Member States in enhancing civil aviation;

*Whereas* building partnerships and pooling resources are necessary for achieving sustainable and predictable funding for capacity development and implementation support and avoiding duplication of efforts;

*Whereas* funding institutions expect from those implementing the projects they finance, expedient and effective project execution, as well as detailed and real-time information on project activities and finances;

*Whereas* the Council has approved the ICAO Resource Mobilization Policy to streamline the framework for the management of ICAO Voluntary Funds, with a view to enhancing resource mobilization efforts.

*The Assembly:*

1. *Requests* that financing institutions, donor States and other development partners, including the industry and the private sector, give higher priority to the development of the air transport sub-sector in developing countries and *requests* the President of the Council, the Secretary General and the Secretariat to intensify their contacts with the United Nations, including UNDP, to increase their contribution to ICAO's technical cooperation and technical assistance projects and programmes;
2. *Draws the attention* of financing institutions, donor States and other development partners to the fact that ICAO is the Specialized Agency of the United Nations concerned with civil aviation and, as such, is accepted by the United Nations as the expert authority in carrying out capacity development and implementation support for developing countries in civil aviation projects;
3. *Urges* Contracting States that are associated with funding sources to draw the attention of their representatives to these organizations towards the value of providing cooperation and assistance to civil aviation projects, particularly where these are necessary for the provision of vital air transport infrastructure and/or the economic development of a country;
4. *Urges* Contracting States to give high priority to civil aviation development by promoting broad recognition of aviation's critical role in national development, thereby fostering investment and reinvestment in the civil aviation sector and, when seeking external cooperation and assistance for this purpose, to stipulate to financing institutions through an appropriate level of government that they wish ICAO to be associated as the executing agency with civil aviation projects which may be funded;
5. *Encourages* developing countries to seek funds for the development of their civil aviation sectors from all appropriate sources to complement the funds available from national budgets, financial institutions, donor States and other development partners so that such development may progress as quickly as possible;
6. *Recognizes* that extra-budgetary contributions from donors will enable the Capacity Development and Implementation Programme to enhance its support to States in the fields of aviation safety, air navigation capacity and efficiency, security and facilitation, economic development and environmental sustainability, ensuring that no country is left behind; *further acknowledges* that such contributions will advance the achievement of ICAO's Strategic Goals and address emerging needs, opportunities and challenges by facilitating the implementation of globally harmonized policies, SARPs, regulatory frameworks, guidance and tools as well as the rectification of deficiencies identified through ICAO audits with a view to enhancing State oversight capabilities and accountability;
7. *Authorizes* the Secretary General to receive, on behalf of the ICAO Capacity Development and Implementation Programme, financial and in-kind contributions to projects, including voluntary contributions in the form of technical expertise, scholarships, fellowships, training equipment and funds for training, from States, financing institutions and other public and private sources and to act as an intermediary between States regarding the granting of scholarships, fellowships and provision of training equipment;
8. *Urges* those States which are in a position to do so to provide additional funds to the ICAO



Development and Implementation Programme through the ICAO Voluntary Funds, including the Capacity Building and Implementation Fund, for the implementation of civil aviation projects, implementation packages or any other contributions conducive to supporting States with their SARPs compliance efforts and complementary civil aviation needs;

9. *Encourages* States and other development partners, including the industry and the private sector, to contribute to the ICAO Objectives Implementation Funding Mechanism which allows them to participate in the implementation of ICAO's civil aviation projects;

10. *Invites* Contracting States to provide sustained financial and human resource support through the ICAO Programme for Aviation Volunteers (IPAV) to develop capabilities within beneficiary States in the implementation of ICAO Standards and Recommended Practices (SARPs), as well as fostering self-reliance and growth;

11. *Requests* the Council to advise and assist developing countries to secure the support of financing institutions, donor States and other development partners in implementing ICAO regional and subregional safety and security programmes, such as the Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP) and the Cooperative Aviation Security Programme (CASP);

12. *Requests* the Secretary General to enhance resource mobilization efforts to secure financial resources for capacity development and implementation support with the aim of reducing significant disparities in implementation rates and enhance air transport development across different regions to attain a sound, economically viable, and accessible civil aviation system; and

13. *Recognizes* the importance of a targeted and data-driven approach to effectively prioritize capacity development and implementation support.

## **APPENDIX C**

### **Implementation of the Capacity Development and Implementation Programme**

*Whereas* the aim of ICAO is to ensure the safe and orderly growth of international civil aviation throughout the world;

*Whereas* the implementation of capacity development and implementation support projects complements the Regular Programme efforts towards the achievements of ICAO's Strategic Objectives;

*Whereas* Contracting States increasingly call upon ICAO to provide advice, technical cooperation and technical assistance to implement SARPs and develop their civil aviation through the strengthening of their administration, the modernization of their infrastructure and the development of their human resources;

*Whereas*, on an urgent basis, there is a need for effective follow-up and remedial action as a result of the ICAO Universal Safety Oversight Audit Programme and Universal Security Audit Programme Continuous Monitoring Approach (USOAP/CMA and USAP/CMA) audits to provide support to States in addressing identified deficiencies, including Significant Safety and Security Concerns;

*Whereas* implementation of projects in compliance with ICAO SARPs by the Capacity Development and Implementation Bureau or any other third party outside ICAO results in substantially enhanced safety, security and efficiency of civil aviation worldwide and effectively supports the achievement of the relevant

United Nations Sustainable Development Goals (SDGs) through the ICAO No Country Left Behind initiative;

*Whereas* the COVID-19 pandemic and the slow recovery of the air transport sector have had a significant impact on civil aviation and the means of States and other funding sources to give priority to investments on civil aviation development and infrastructure projects worldwide, causing cancellations or delays to ICAO capacity development and implementation support projects;

*Whereas* ICAO has developed practical, aligned guidance to governments and industry operators in order to restart the international air transport sector and recover from the impacts of the pandemic on a coordinated global basis and make post-COVID-19 aviation more sustainable and resilient;

*Whereas* the ICAO Implementation Packages (iPacks) continue to provide a comprehensive solution through a standardized package of expert consultation, guidance material and training tools to implement ICAO SARPs across various areas;

*Whereas* extra-budgetary funding provided to the Capacity Development and Implementation Programme allows ICAO to provide initial support to States to address the deficiencies identified through ICAO audits and assist in their restart, recovery and resilience efforts related to COVID-19;

*Whereas* ex-post evaluations of projects constitute a valuable tool to assess and monitor the impact of individual projects on aviation and for the planning of future projects;

*Whereas* non-State entities (public and private) implementing projects for Contracting States in the field of civil aviation increasingly call upon ICAO, through the Capacity Development and Implementation Bureau, to provide advice capacity development and implementation support products and services and ensure project compliance with ICAO SARPs;

*The Assembly:*

1. *Draws the attention* of Contracting States requesting capacity development and implementation support services to the advantages to be derived from well-defined projects based on civil aviation master plans;
2. *Urges* Contracting States, when implementing civil aviation development projects through ICAO, to give priority to ICAO USOAP and USAP CMA findings and recommendations, as well as other sources, such as the conclusions and decisions by Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), with a view to rectifying identified deficiencies, resolving Significant Safety and Security Concerns and addressing opportunities for improvement in all civil aviation fields, while directly contributing to the achievement of all ICAO's Strategic Objectives;
3. *Draws the attention* of Contracting States to the cooperation and assistance provided through subregional and regional projects executed by ICAO, such as COSCAPs and CASPs and *urges* the Council to continue prioritizing the management and implementation of such projects through the Capacity Development and Implementation Programme in view of the significant associated benefits provided;
4. *Encourages* States and non-State entities involved in civil aviation to seek support from ICAO, where required, through its capacity development and implementation support programmes and activities, to address aviation challenges, needs and opportunities, including new and emerging technologies;
5. *Requests* the Secretary General to reinforce the Organization's application of a systemic approach

to capacity development and implementation support activities with the objective of building robust and sustainable State oversight systems;

6. *Urges* States to give high priority to the training of their national civil aviation technical, operational and management personnel through the development of a comprehensive training programme and *reminds* States of the importance of making adequate provision for such training and of the need to provide suitable incentives to retain the services, in their respective fields, of such personnel after they have completed their training;

7. *Encourages* States to concentrate their efforts upon the further development of existing training centres and to support Regional Training Centres (RTCs) which are located in their area for the advanced training of their national civil aviation personnel where such training is not available nationally, so as to promote a self-reliant capability within that region;

8. *Urges* States receiving capacity development and implementation support through ICAO to avoid project implementation delays by ensuring timely decisions regarding experts, training and procurement components in accordance with the respective terms of agreement of projects;

9. *Draws the attention* of Contracting States to the Civil Aviation Purchasing Service (CAPS), which is a facility provided by ICAO to developing countries to purchase high value items of civil aviation equipment and to contract for technical services, offering a complete procurement process;

10. *Draws the attention* of Contracting States, funding partners and other aviation stakeholders to the ICAO Implementation Packages (iPacks) which provide a ready-to-deploy, efficient, and standardized solution comprised of guidance material, training, tools and expert support, aimed at facilitating the implementation of ICAO provisions and guiding State entities through harmonized and flexible solutions;

11. *Requests* that all Contracting States encourage fully qualified technical experts to apply for inclusion in the ICAO roster of experts;

12. *Requests* the Secretary General to promote the widespread use of performance indicators for the objective assessment of the impact of capacity development and implementation support on the effective implementation of ICAO SARPs;

13. *Encourages* States to make use of the quality assurance services offered by the Capacity Development and Implementation Bureau, on a cost-recovery basis, for the supervision of projects implemented by third parties outside ICAO capacity development and implementation support, including the review of their compliance with ICAO SARPs; and

14. *Encourages* States and donors to include, and provide funding for, ex-post evaluations of their civil aviation projects as an integral part of project planning and implementation.

#### **Resolution A42-24: Next Generation of Aviation Professionals - Global Aviation Talent Development**

*Recognizing* that aviation is a growing industry that is critical for promoting global connectivity while supporting economic development and growth around the world;

*Recognizing* that in order to support growing aviation needs and ensure the safe and efficient operation of

the air transportation system, qualified and competent aviation professionals, encompassing a diverse aviation workforce, are required;

*Noting* that workforce shortages may impact safety, security, and the ability to achieve ICAO's strategic goals;

*Considering* the importance of attracting, training, and retaining talent across various roles in aviation, including licensed personnel, professionals, and general aviation workers, it is crucial to comprehensively address the industry's needs;

*Considering* that, to meet current and future human resources needs, it is important for States and industry to engage with not only young entrants but also to adopt an age-agnostic approach that values the contributions of workers from all generational cohorts, and attracts and train talents from other industries;

*Recognizing* that Developing States are facing peculiar challenge in losing aviation professionals with faster rate than replacement due to high demand of skilled aviation professionals in the international market, it is crucial to comprehensively understand the situation and address it through setting strategic initiatives under NGAP;

*Recognizing* that improving the perception of the aviation sector is critical to attracting and retaining a sustainable talent pipeline, requiring targeted strategies to promote aviation as a career of choice that is competitive and rewarding at all levels;

*Noting* that partnerships between Member States, regional organizations, industry and educational organizations are important to attracting, educating and retaining the next generation of aviation professionals, recognizing the importance of promoting equal opportunities and the empowerment of women in aviation workforce development;

*The Assembly:*

1. *Urges* Member States to work with the relevant stakeholders to identify long-term human resources needs and establish strategies to attract, educate and retain aviation professionals, with due regard to inclusion, and equal opportunities, ensuring that women are fully empowered to participate and advance in the aviation sector;
2. *Encourages* Civil Aviation Authorities to communicate and cooperate with government education and labour bodies, the TRAINAIR PLUS Programme (TPP) network, the network of Aviation Security Training Centres (ASTCs) aviation academic institutions and research centers, and the aviation industry to develop strategies for promoting aviation and developing competent aviation professionals and general workers and retaining them within the sector; encouraging early engagement initiatives in schools and communities to inspire youth, including girls, to pursue careers in aviation;
3. *Encourages* Member States to facilitate, through internationally agreed upon guidance and assessment practices for mutual recognition of qualifications and licenses, administrative procedures to allow for the seamless movement of professionals across borders;
4. *Urges* Member States, academia, and industry to implement targeted initiatives that reduce barriers to entry, including enhancing access to affordable education, providing scholarships, and offering flexible training options;

5. *Urges* Member States, academia, and industry to collaboratively develop and implement clearly defined initiatives, such as knowledge exchange programmes, joint training projects, capacity-building workshops, and technical advisory support, aimed specifically at strengthening training capabilities within Developing States. These efforts should aim to mitigate challenges arising from the retention difficulties of skilled aviation professionals, thereby contributing positively to the sustainable development and resilience of aviation workforces in these regions;
6. *Recommends* that the scope of the NGAP Programme be expanded to attract, develop, and retain aviation talent from all generations, backgrounds, and experience levels;
7. *Encourages* Member States to promote best practices that focus on meeting the evolving needs and values of aviation talents, thereby enhancing attraction and retention, productivity, performance, and safety;
8. *Encourages* Member States to consider actively leveraging initiatives such as the ICAO Global Ambassadors Programme, with the objective of increasing global interest and participation in the aviation sector;
9. *Instructs* the Council to ensure a continued leadership role for ICAO, in facilitating communication and collaboration with States and industry to support the development of forecasts, strategies, sharing of best practices, planning tools, and guidelines for engaging and cultivating the next generation of aviation professionals; and
10. *Encourages* Member States, international and regional organizations, academia and industry to support the NGAP Programme, as one of the integral elements of capacity building, by providing technical expertise and guidance, and resources (human, financial and data) to help achieve the Programme's objectives.

#### **Resolution A42-25: Innovation in Aviation**

*Whereas* Article 44 of the *Convention on International Civil Aviation* states that among the aims and objectives of ICAO are development of the principles and techniques of international air navigation and fostering of the planning and development of international air transport so as to meet the needs of the people of the world for safe, regular and economical air transport;

*Whereas* Article 37 of the Convention stipulates that ICAO shall adopt and amend from time to time, as may be necessary, international standards and recommended practices and procedures dealing with [...] and such other matters concerned with the safety, regularity, and efficiency of air navigation as may from time to time appear appropriate;

*Whereas* the ICAO Strategic Plan 2026-2050 recognizes the real and potential benefits and challenges that innovation can bring to the air transport sector and aims to provide Member States with the tools, knowledge and mindsets to realize these benefits in a manner that leaves no country behind and as a consequence identifies innovation as a high priority enabler critical to the successful implementation of the strategic goals;

*Recognizing* that ICAO provisions apply to civil aviation, and the absence of normative activity at the global level may hamper the realization of innovative technological solutions and prevent the materialization of their benefits in aviation; and to that end ICAO can benefit from continued interaction with industry to identify the latest technological developments their timely integration;

*Recognizing* that the nature and pace of innovations require regulators at the national, regional and global level avail themselves of new methodologies, as well as the relevant framework provided by ICAO, that facilitate the timely evaluation and assessment of innovation developments in a technology agnostic manner; and

*Acknowledging* the ICAO Policy on Innovation;

*The Assembly:*

1. *Directs* the Council to implement the Policy on Innovation;
2. *Urges* all Member States that have experience in facilitating the introduction of innovation in civil aviation, and that have evolved their regulatory methods to better evaluate and assess the application of such innovations, to share their experience with other States through ICAO;
3. *Calls* on Member States to support the efforts of ICAO to help ensure that all States have a fair opportunity to develop and deploy innovations in aviation; including through leveraging the assistance, capacity building and training frameworks of relevance that are offered by ICAO in line with the ICAO policy on innovation;
4. *Encourages* Member States to make use of the framework, provided by ICAO, that will help ensure the timely analysis of the need to develop global policies, standards and other provisions in a technology agnostic manner, and tools that support the continuing advancement of innovation in the international aviation sector, while avoiding the adoption of premature innovations;
5. *Calls on* Member States to support the efforts of ICAO to promote an environment where innovation in aviation can flourish in all ICAO regions in line with the Strategic Goal of No Country Left Behind (NCLB), and in continued partnership with industry;
6. *Calls on* Members States to encourage and support the engagement with the relevant ICAO processes by emerging aviation stakeholders, as well as out of sector stakeholders who have developed innovations that might be applied to achieving the ICAO Strategic Goals; and
7. *Declares* that this resolution supersedes Resolution A40-27.

#### **Resolution A42-26: Consolidated statement of continuing ICAO policies in the air transport field**

*Whereas* the *Convention on International Civil Aviation* establishes the basic principles to be followed by governments to ensure that international air transport services may be developed in an orderly, regular, efficient, economical, harmonious and sustainable manner and it is therefore one of the purposes of ICAO to support principles and arrangements in order that international air transport services may be established on the basis of equality of opportunity, sound and economic operation, mutual respect of the rights of States and taking into account the general interest;

*Whereas* air transport is of fundamental importance to the sustainable development of the economies of States by promoting and facilitating tourism and trade;

*Whereas* it is increasingly difficult, particularly for developing countries, to secure the necessary resources required to optimize the opportunities and meet the challenges inherent in the development of air transport, and to keep pace with the challenges posed by demands on air transport;

*Whereas* the Organization prepares guidance, studies and statistics on the development of air transport for Member States on a continuing basis and these should be kept current, focused and relevant and should be disseminated to Member States through the most effective means;

*Whereas* Member States are required to provide accurate and factual statistical data and other information in order that the Organization may prepare relevant guidance and studies;

*Whereas* the Organization is moving toward management by objective with more focus on implementation of air transport policies and associated guidance in line with the *No Country Left Behind* (NCLB) Goal, rather than considering setting standards under this Strategic Goal;

*Whereas* guidance developed by the Organization, and action taken by the Organization in implementing its Strategic Goal – *The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All*, should assist Member States in developing policies and practices that facilitate the globalization, commercialization and liberalization, as well as the creation of a favourable environment for the sustainable development of international air transport;

*Whereas* the Organization has developed *Guidance on Economic and Financial Measures to Mitigate the Impact of the Coronavirus Outbreak on Aviation* for Member States and the industry to cope with the economic fallout of the COVID-19 pandemic, alleviate the imminent liquidity and financial strain on the industry, and strengthen the industry resilience to future crises;

*Whereas* the Ministerial Declaration adopted at the High-level Conference on COVID-19 (HLCC 2021) confirmed the importance of support provided for the aviation sector, including economic and financial support, to sustain operations and ensure the provision of essential services while safeguarding fair competition and equal opportunities;

*Whereas* the Organization has decided to convene the Seventh Worldwide Air Transport Conference (ATConf/7) in 2026, a global platform for policy and decision-making that determines measures to improve the economic regulatory environment aimed at fostering the development of a sound and economically viable and affordable civil aviation system;

*Whereas* there is need to integrate economic development of air transport across all aviation aspects, particularly on cross-cutting issues, to understand the reciprocal impacts of various actions on economic development of air transport; and

*Whereas* it is important for Member States to participate in the work of the Organization in the air transport field.

*The Assembly:*

1. *Resolves* that the Appendices attached to this resolution and listed below constitute the consolidated statement of continuing ICAO policies in the air transport field, as these policies exist at the close of the 42nd Session of the Assembly:

Appendix A — Economic regulation of international air transport  
Appendix B — Taxation

Appendix C — Airports and air navigation services economics

Appendix D — Aviation data and statistics

Appendix E — Forecasting, planning and economic analyses

2. *Urges* Member States to have regard to these policies and their continuing elaboration by the Council and by the Secretary General in the relevant ICAO documents;
3. *Urges* Member States to make every effort to fulfil their obligations, arising from the Convention and Assembly resolutions, to support the work of the Organization in the air transport field, and, in particular, to provide complete and prompt statistical and other information requested by the Organization for its air transport work;
4. *Urges* Member States in their regulatory functions to have regard to the policies and guidance material developed by ICAO on economic regulation of international air transport, such as those contained in Doc 9587, *Policy and Guidance Material on Economic Regulation of International Air Transport*;
5. *Requests* the Council to attach particular importance to financing challenges of aviation infrastructure and capacity development, commensurate with the level of predicted traffic growth, especially in developing countries;
6. *Requests* the Council, when it considers it of benefit to the work on any air transport issue, to consult expert representatives from Member States by the most appropriate means, including the establishment of panels or Secretariat study groups of such qualified experts, who would meet or work by correspondence and subsequently report to the Air Transport Committee in accordance with Doc 9482, *Directives for Panels of the Air Transport Committee and the Aviation Security Committee*;
7. *Requests* the Council to convene Conferences or Divisional meetings, in which all Member States may participate, as the principal means of progressing the resolution of issues of worldwide importance in the air transport field, when such meetings are justified by the number and importance of the issues to be dealt with and where there is the likelihood of constructive action upon them;
8. *Requests* the Council and the Secretary General to disseminate and promote ICAO's air transport policies and associated guidance to and amongst Member States;
9. *Requests* the Council and the Secretary General to continue to promote and raise awareness of the Ministerial Declaration of the High-level Conference on COVID-19, while efforts are made to implement the relevant provisions of the Declaration;
10. *Requests* the Council President and the Secretary General to continue to use their good offices to promote and raise awareness among Heads of State and Government on socio-economic benefits of air transport to their national economies;
11. *Requests* the Council and the Secretary General to take necessary action to implement Assembly resolutions and decisions concerning the Organization's air transport activities, and to monitor and assist the implementation by States of ICAO's policies in the air transport field;
12. *Requests* the Council to keep the consolidated statement of ICAO's air transport policies under review and advise the Assembly when changes are required to the statement;



13. *Requests* the Council to keep ICAO's policies and guidance material in the air transport field current and responsive to changes and the needs of Member States while preserving the core principles on which they are based;
14. *Requests* the Council to develop a multi-format, thematic framework to ensure maximum attendance, effective engagement, and optimal outcomes for ATConf/7;
15. *Requests* the Council to develop policy that would enhance coordination on cross-cutting issues related to economic development of air transport, in order to integrate economic development considerations systematically across all ICAO activities and programmes and implement a cross-cutting agenda that ensures effective pursuit of the Strategic Goal of Economic Development of Air Transport; and
16. *Declares* that this resolution supersedes Resolution A41-27.

## **APPENDIX A**

### **Economic regulation of international air transport**

#### **Section I. Basic principles and long-term vision**

*Whereas* the basic principles of sovereignty, fair and equal opportunity, non-discrimination, interdependence, harmonization and cooperation set out in the Convention have served international air transport well and continue to provide the basis for and contribute to its future development;

*Whereas* multilateralism to liberalize international air transport, especially the exchange of commercial rights, including traffic rights, on a multilateral basis to the greatest possible extent continues to be an objective of the Organization;

*Whereas* within the framework of the Convention, Member States have many differing regulatory goals and policies but share a fundamental objective of participation through reliable and sustained involvement in the international air transport system;

*Whereas* there is a need to adapt to the changing regulatory and operating environment in the air transport field and the Organization has accordingly developed policy guidance for the regulation of international air transport, including model clauses and template air services agreements;

*Whereas* the tremendous impact of COVID-19 on the aviation sector in terms of resilience, sustainability or recovery requires interaction between different policy and technical areas to find adequate solutions for the sector;

*Whereas*, most international air services are governed by bilateral or multilateral Air Services Agreements (ASAs) among States or regional groups of States, and which are indispensable to international air transport because they provide a predictable framework where air carriers can operate and sustain future air services, and therefore any restrictions introduced in response to a crisis should be kept to a minimum and reconciled with the requirements of ASAs;

*Whereas* there is need to build further understanding of the challenges and benefits associated with market access liberalization, both in terms of passenger and cargo services;

*Whereas* the provision of regular and reliable air transport services is of fundamental importance to the development of the economies of States, especially the developing States, including those dependent on tourism;

*Whereas* the Organization has adopted the long-term vision for international air transport liberalization which states: *We, the Member States of the International Civil Aviation Organization, resolve to actively pursue the continuous liberalization of international air transport to the benefit of all stakeholders and the economy at large. We will be guided by the need to ensure respect for the highest levels of safety and security and the principle of fair and equal opportunity for all States and their stakeholders;*

*Whereas* the compliance of Member States with provisions of the Convention and the universal adherence to the *International Air Services Transit Agreement* (IASTA), the *Convention for the Unification of Certain Rules for International Carriage by Air* (Montréal Convention of 1999), the *Convention on International Interests in Mobile Equipment* (Cape Town Convention) and its Protocol on Matters Specific to Aircraft Equipment and other ICAO instruments governing international air transport can facilitate and contribute to the achievement of the objectives of the Organization;

*Whereas* consumer interest should be given due regard in the development of national or regional policies and regulations of international air transport; and

*Whereas* discussions in the Air Transport Regulation Panel indicate wide support to examine the economic and regulatory aspects of international operations of unmanned aircraft, in view of the increasing global operations of unmanned aircraft.

*The Assembly:*

1. *Urges* all Member States to give regard to, and apply, the ICAO *Long-term Vision for International Air Transport Liberalization* in policymaking and regulatory practices;
2. *Encourages* Member States to pursue liberalization of market access at a pace and in a manner appropriate to needs and circumstances, giving due regard to the interests of all stakeholders, the changing business environment and infrastructure requirements, as well as to the principles pertaining to safeguard measures designed to ensure the sustained and effective participation of all States, including the principle of giving special consideration to the interests and needs of developing countries;
3. *Urges* Member States to avoid adopting unilateral and extraterritorial measures that may affect the orderly, sustainable and harmonious development of international air transport and to ensure that domestic policies and legislation are not applied to international air transport without taking due account of its special characteristics;
4. *Urges* Member States that have not yet become parties to the IASTA, the Montréal Convention of 1999, the Cape Town Convention and its Protocol and other ICAO instruments governing international air transport to give urgent consideration to so doing;
5. *Urges* all Member States to register all agreements and arrangements relating to international civil aviation with ICAO in accordance with Article 83 of the Convention and the *Rules for Registration with ICAO of Aeronautical Agreements and Arrangements*, to enhance transparency;
6. *Urges* Member States to keep the Council fully informed of serious problems arising from the application of air services agreements or arrangements and of any significant developments in the liberalization process;

7. *Encourages* States to ensure that national regulations on air transport reflect and complement key ICAO priorities;
8. *Urges* Member States to give due regard to the distinct features of air cargo services when exchanging market access rights in the framework of air service agreements and grant appropriate rights and operational flexibility so as to promote the development of air cargo services, including those enabling e-commerce;
9. *Urges* Member States, in dealing with the issues related to slot allocation and night flight restrictions, to give due consideration to the needs and concerns of other States and make every effort to resolve any concerns through consultation between the parties concerned, in a transparent and non-discriminatory manner, and to respect and follow the ICAO Balanced Approach principle in regulatory action on aircraft noise management at airports;
10. *Urges* Member States and concerned stakeholders to give regard to, and apply, the ICAO high-level, non-binding, non-prescriptive core principles on consumer protection in policy-making and regulatory and operational practices, including in case of massive disruptions impacting aviation, and to keep ICAO informed of the experiences gained or issues encountered in their application;
11. *Requests* the Council to strongly support the exchange of views and good practices on the application of the ICAO core principles on consumer protection as this effort could help encourage compatibility among national or regional regimes, taking into account the needs of States for flexibility given their social, political and economic characteristics;
12. *Encourages* Member States to continue to make use of and benefit from the ICAO Air Services Negotiation (ICAN) facility, which facilitates and improves the efficiency of their air services negotiations and consultations;
13. *Encourages* Member States to develop appropriate national strategies focusing on increasing the competitiveness and attractiveness of the aviation sector, in terms of staff recruitment and retention;
14. *Requests* the Council to continue to build a better understanding of the benefits and challenges of liberalization and barriers to opening market access, so that further consideration could be given to the development of a multilateral approach at the appropriate time;
15. *Requests* the Council through the Air Transport Regulation Panel (ATRP) to review the ICAO Template Air Services Agreement (TASA) to support Member States' bilateral and multilateral arrangements. The TASA should be seen as a living document, which takes into account the dynamism and technological development of the industry, reflecting multiple options, to assist negotiations, build awareness and generate dialogue, whilst retaining a neutral and non-binding stance;
16. *Requests* the Council to continue to monitor the progress of the unmanned aircraft systems (UAS) industry, promote and coordinate the gathering and sharing of information and best practices on economic regulatory issues on unmanned aircraft amongst Member States;
17. *Requests* the Council to continue to promote the use and adherence to the key principles of the *ICAO Guidance on Economic and Financial Measures to Mitigate the Impact of the Coronavirus Outbreak on Aviation*, which should be updated when deemed necessary;
18. *Requests* the Council to establish appropriate interactions between different committees, panels

and working bodies within the Organization to make sure that their respective policy areas are appropriately addressed in their respective work;

19. *Requests* the Council to continue to enhance dialogue and exchange of information with Member States and industry, taking into account the goals of the *ICAO Long-term Vision for International Air Transport Liberalization*, concerning the past experiences and achievements of States, including existing liberalization agreements concluded at bilateral, regional and multilateral levels, as well as the applicability and relevance of the existing multilateral air law treaties, and the various proposals presented during the Sixth Worldwide Air Transport Conference (ATConf/6);

20. *Requests* the Council to continue to cooperate with regional and subregional bodies in the examination and development of measures of cooperation, including liberalized arrangements, and the results of these measures, in order to see whether similar or other measures should at the appropriate time be recommended to Member States for application on a wider basis;

21. *Requests* the Council for ease of accessibility by Member States to update the TASA to include the guidelines to ensure that ASAs continue to provide a predictable framework during crises impacting international air services;

22. *Requests* the Council to continue the comparative and analytical study of the policies and practices of Member States in the regulation of international air transport, including the provisions of air services agreements, and to share such information with Member States; and

23. *Requests* the Council to explore the appropriateness of existing economic regulatory frameworks in light of emerging industry trends including supply chain bottlenecks and ensure the coordination of ICAO activities aimed at addressing human capital shortages so that they address the dynamic challenges of the global aviation sector.

## **Section II. Air carrier ownership and control**

*Whereas* the strict application of the criterion of substantial ownership and effective control for the authorization of an airline to exercise route and other air transport rights could deny many States a fair and equal opportunity to operate international air services and to optimize the benefits to be derived therefrom;

*Whereas* airline designation and authorization for market access should be liberalized at each State's pace and discretion progressively, flexibly and with effective regulatory control in particular regarding safety and security;

*Whereas* the broadening or the flexible application of the criteria for airline designation and authorization could help create an operating environment in which international air transport may develop and flourish in a stable, efficient and economical manner, and contribute to the participation objectives of States in the liberalization process, without prejudice to States' obligations for aviation safety and security; and

*Whereas* the realization of developmental objectives among States is increasingly being promoted by cooperative arrangements in the form of regional economic groupings and functional cooperation symbolic of the affinity and community of interest.

*The Assembly:*

1. *Urges* Member States to continue to liberalize air carrier ownership and control, according to needs and circumstances, through various existing measures such as waivers of ownership and control restrictions in bilateral air services agreements or designation provisions recognizing the concept of community of interest within regional or subregional economic groupings, and those recommended by ICAO;
2. *Urges* Member States to accept such designations and allow such airlines to exercise the route rights and other air transport rights of a State or States, in particular developing States, within the same grouping, under mutually acceptable terms and conditions including air transport agreements negotiated or to be negotiated by the parties concerned;
3. *Urges* Member States to recognize the concept of community of interest within regional or subregional economic groupings as a valid basis for the designation by one State or States of an airline of another State or States within the same regional economic grouping where such airline is substantially owned and effectively controlled by such other State or States or its or their nationals;
4. *Urges* Member States to give consideration to the use of alternative criteria for airline designation and authorization, including those developed by ICAO, and to adopt a flexible and positive approach to accommodate other States in efforts to liberalize air carrier ownership and control without compromising safety and security;
5. *Invites* Member States with experience in various forms of joint operation of international air services to submit to the Council, on a continuing basis, information concerning their experience, so that the Organization may have information that might be of assistance to Member States; and
6. *Requests* the Council to give assistance, when approached, to Member States that take the initiative in developing cooperative arrangements for the joint ownership and operation of international air services, directly among themselves or whose airlines develop such arrangements, and to promptly circulate to States information concerning such cooperative arrangements.

**Section III. Cooperation in regulatory arrangements and competition**

*Whereas* certain economic, financial and operational constraints unilaterally introduced at the national level affect the stability of, and tend to create unfair discriminatory trading practices in, international air transport and might be incompatible with the basic principles of the Convention and the orderly and harmonious development of international air transport;

*Whereas* one of the key principles recommended by the ICAO Council Aviation Recovery Task Force (CART), for a safe, secure and sustainable restart and recovery of the global aviation sector from the disastrous impact of the COVID-19 pandemic, was for States and financial institutions to consider the need to provide direct and/or indirect support in various proportionate and transparent ways; and

*Whereas* the Organization has developed policy guidance for States to foster harmonization and compatibility of regulatory approaches and practices for international air transport, including on competition matters.

*The Assembly:*

1. *Urges* Member States to take into consideration that fair competition is an important general principle in the operation of international air transport services;
2. *Urges* Member States to develop competition laws and policies that apply to air transport, taking into account national sovereignty and to consider ICAO guidance on competition;
3. *Urges* Member States to encourage cooperation among regional and/or national competition authorities when dealing with matters relating to international air transport, including in the context of approval of alliances and mergers;
4. *Encourages* Member States to incorporate the basic principles of fair and equal opportunity to compete, non-discrimination, transparency, harmonization, compatibility and cooperation set out in the Convention and embodied in ICAO's policies and guidance in national legislation, rules and regulations, and in air services agreements;
5. *Requests* the Council to develop tools such as an exchange forum to enhance cooperation, dialogue and exchange of information on fair competition between States with a view to promoting compatible regulatory approaches towards international air transport; and
6. *Requests* the Council to continue to monitor developments in the area of competition in international air transport and update, as necessary, its policies and guidance on fair competition.

#### **Section IV. Trade in services**

*Whereas* the General Agreement on Trade in Services (GATS) adopted by the World Trade Organization (WTO) has included certain aspects of international air transport; and

*Whereas* ICAO has actively promoted an understanding by all parties concerned of the provisions of the Convention on International Civil Aviation and of the particular mandate and role of ICAO in international air transport.

*The Assembly:*

1. *Reaffirms* the need for ICAO to continue to explore future regulatory arrangements and develop recommendations and proposals to meet the challenges facing international air transport, responding to the internal and external changes affecting it;
2. *Recognizes* that such arrangements should create an environment in which international air transport may develop and continue to flourish in an orderly, efficient and economical manner without compromising safety and security, while ensuring the interests of all Member States and their effective and sustained participation in international air transport;
3. *Reaffirms* the primary role of ICAO in developing policy guidance on the regulation of international air transport;
4. *Urges* Member States that participate in trade negotiations, agreements and arrangements relating to international air transport to:

- a) ensure internal coordination in national administrations and, in particular, the direct involvement of aeronautical authorities and the aviation industry in the negotiations;
- b) ensure representatives are fully aware of the provisions of the *Convention on International Civil Aviation*, the particular characteristics of international air transport and its regulatory structures, agreements and arrangements;
- c) take into account rights and obligations vis-à-vis those of ICAO Member States which are not members of the WTO;
- d) examine carefully the implications of any proposed inclusion of an additional air transport service or activity in the GATS, bearing in mind, in particular, the close linkage between economic, environmental, safety and security aspects of international air transport;
- e) promote a full understanding of the role and mandate of ICAO in developing policy guidance on economic regulation, including liberalization of international air transport, and consider using this guidance; and
- f) file with ICAO under Article 83 of the Convention copies of any exemptions and specific commitments pertaining to international air transport made under the GATS;

5. *Requests* the WTO, its Member States and observers to accord due consideration to:

- a) the particular regulatory structures and arrangements of international air transport and the liberalization taking place at the bilateral, subregional and regional levels;
- b) ICAO's constitutional responsibility for international air transport and, in particular, for its safety and security; and
- c) ICAO's existing policy and guidance material on the economic regulation of international air transport and its continued work in the field;

6. *Requests* the Council to:

- a) continue to exert a global leadership role in facilitating and coordinating the process of economic liberalization while ensuring safety, security and environmental protection in international air transport;
- b) pursue in a proactive manner developments in trade in services that might impinge on international air transport and inform Member States accordingly; and
- c) promote continued effective communication, cooperation and coordination between ICAO, the WTO, and other intergovernmental and non-governmental organizations dealing with trade in services.

## APPENDIX B

### Taxation

*Whereas* the imposition of taxes on international air transport, such as on aircraft, fuel, and consumable technical supplies, on the income of international air transport enterprises, and on the sale or use of such services, may have an adverse economic and competitive impact on international air transport operations;

*Whereas* ICAO's *Policies on Taxation in the Field of International Air Transport* as contained in Doc 8632, make a conceptual distinction between a charge and a tax in that "a charge is a levy that is designed and applied specifically to recover the costs of providing facilities and services for civil aviation, and a tax is a levy that is designed to raise national or local government revenues which are generally not applied to civil aviation in their entirety or on a cost-specific basis";

*Whereas* it is a matter of great concern that taxes are increasingly being imposed by some Member States in respect of certain aspects of international air transport and that levies imposed on air traffic, several of which can be categorized as taxes on the sale or use of international air transport, are proliferating;

*Whereas* the matter of aircraft engine emission-related levies is addressed in Assembly Resolution A42-20, *Consolidated statement of continuing ICAO policies and practices related to environmental protection — General provisions, noise and local air quality* (Appendix H, *Aviation impact on local air quality*);

*Whereas* the ICAO policies on taxation in Doc 8632 supplement Article 24 of the Convention and are designed to recognize the nature of international civil aviation and the need to accord tax-exempt status to certain aspects of the operations of international air transport;

*Whereas* the organization publishes and keeps up to date a supplement to Doc 8632, a compilation of responses from Member States on their status of implementation of the consolidated resolutions on taxation; and

*Whereas* there has been an amendment to Article 8 – International Shipping and Air Transport of the *United Nations Model Double Taxation Convention between Developed and Developing Countries*, which introduces a change to the options suggested for the taxation of income of international air transport enterprises.

*The Assembly:*

1. *Urges* Member States to follow ICAO's *Policies on Taxation in the Field of International Air Transport* as contained in Doc 8632, and to avoid imposing discriminatory taxes on international aviation;
2. *Urges* Member States to avoid double taxation in the field of air transport;
3. *Urges* Member States to forward information when required to ICAO, on the status of their implementation of the consolidated resolutions on taxation for the update of the supplement to Doc 8632; and
4. *Requests* the Council to continue to promote ICAO's policies on taxation, monitor developments, and update its policies and supplement to Doc 8632, as required.



## APPENDIX C

### Airports and air navigation services economics

#### Section I. Charging policy

*Whereas* Article 15 of the Convention establishes the basis for the application and disclosure of charges for airports and air navigation services;

*Whereas ICAO's Policies on Charges for Airports and Air Navigation Services* as contained in Doc 9082 make a conceptual distinction between a charge and a tax in that “a charge is a levy that is designed and applied specifically to recover the costs of providing facilities and services for civil aviation, and a tax is a levy that is designed to raise national or local government revenues which are generally not applied to civil aviation in their entirety or on a cost-specific basis”;

*Whereas* the matter of aircraft engine emission-related levies and market-based measures is addressed separately in Assembly Resolution A42-20, *Consolidated statement of continuing ICAO policies and practices related to environmental protection — General provisions, noise and local air quality* (Appendix H, *Aviation impact on local air quality*), and in Assembly Resolution A42-21, *Consolidated statement of continuing ICAO policies and practices related to environmental protection — Climate change*;

*Whereas* the Council has been directed to formulate recommendations for the guidance of Member States with regard to the principles on which providers of airports and air navigation services for international civil aviation may charge to recover the costs of their provision and derive other reasonable revenue therefrom, and with regard to the methods that may be employed to that effect;

*Whereas* Member States have called on the Organization to provide advice and guidance aimed at promoting equitable recovery of airport and air navigation services costs consistent with ICAO's policies while maintaining a balance between the respective financial interests of providers of airports and air navigation services on the one hand and air carriers and other users on the other;

*Whereas* there has been the growing need for States to secure sufficient and sustainable funding to support their regulatory oversight functions, including those related to safety, security and economic oversight;

*Whereas* the Council has adopted policy guidance on the allocation of Global Navigation Satellite System (GNSS) costs to ensure an equitable treatment of all users who can actually derive benefits from GNSS services;

*Whereas* the provision of aeronautical meteorological services for international civil aviation continues to transform, and the associated cost recovery should remain consistent with ICAO's charging policies; and

*Whereas* there was no consensus among Member States on the way forward for a global cost recovery mechanism, and consequently the Council decided that no further work be undertaken for the development of a global cost recovery mechanism for space weather services.

*The Assembly:*

1. *Urges* Member States to ensure that Article 15 of the Convention is fully respected;

2. *Urges* Member States to base the recovery of the costs of the airports and air navigation services they provide or share in providing for international civil aviation on the principles set forth in Article 15 of the Convention and ICAO's policies as contained in Doc 9082, regardless of the organizational structure under which the airports and air navigation services are operated;
3. *Urges* Member States to ensure that airport and air navigation services charges are applied towards defraying the costs of providing facilities and services for civil aviation;
4. *Urges* Member States to make every effort pursuant to Article 15 of the Convention to publish and communicate to the Organization any charges that may be imposed or permitted to be imposed by a Member State for the use of airports and air navigation facilities by the aircraft of any other Member State;
5. *Urges* Member States to adopt the principles of non-discrimination, cost-relatedness, transparency and consultation, as set out in ICAO's policies in Doc 9082, in national legislation, regulation or policies, as well as in air services agreements, to ensure compliance by airports and air navigation services providers;
6. *Urges* Member States to ensure that the current ICAO policies for cost recovery of security measures and functions at airports and by air navigation services providers, as set out in Doc 9082, are implemented so that security user charges are reasonable, cost-effective and foster harmonization worldwide;
7. *Urges* Member States to cooperate in the recovery of costs of multinational air navigation facilities and services and to consider the use of the ICAO policy guidance on the allocation of GNSS costs;
8. *Urges* Member States to strike an appropriate balance between service providers and users when implementing economic and financial measures in times of crisis, including the revision of charges, through effective consultation and ensuring that difficulties are shared amongst all parties in a reasonable manner;
9. *Requests* the Council to continue to update, as required, ICAO's policies on user charges and related guidance material with a view to contributing to increased efficiency and improved cost-effectiveness in the provision and operation of airports and air navigation services and a sound cooperation between providers and users, and reinforce the responsiveness of the policies to future crisis;
10. *Requests* the Council to assess mechanisms to address the issue of ensuring sustainable funding for States' safety, security and economic oversight functions, and to update and/or develop, as required, guidance related to funding of States' oversight functions;
11. *Requests* the Council to continue to update, as required, guidance on the allocation of GNSS costs, as well as to address the cost recovery for provision of aeronautical meteorological (MET) service for international civil aviation; and
12. *Requests* the Council to continue to promote ICAO's policies on user charges and related guidance material in order to increase the awareness of, and implementation by, Member States and their airports and air navigation services entities.

## **Section II. Aviation infrastructure management and financing**

*Whereas* Member States are placing increased emphasis on improving efficiency and cost-effectiveness in the provision of airports and air navigation services;

*Whereas* Member States are increasingly assigning the operation of airports and air navigation services to commercialized and privatized entities, which may have less awareness and knowledge of States' obligations specified in the Convention and its Annexes and of ICAO's policies and guidance material in the economic field, and are using multinational facilities and services to meet the commitments they have assumed under Article 28 of the Convention;

*Recognizing* the need to make substantial investments over the long term in the development and modernization of quality aviation infrastructure commensurate with the level of predicted traffic growth, including the future needs of new entrants and relevant Sustainable Development Goals;

*Whereas* the aviation industry has been paying for a vast majority of its own infrastructure costs, rather than being financed through taxation, public investment or subsidies;

*Whereas* the development of air transport infrastructure and the global plan for Aviation System Block Upgrades (ASBUs) requires necessary business case justification to secure funding and financing to support implementation;

*Whereas* the rapid expansion of new airspace entrants, including, inter alia, UAS and the advance air mobility (AAM), necessitates investment in both existing and new aviation infrastructure to support their integration and ensure safe and efficient operations; and

*Recalling* that the Declaration and Framework for a *Plan of Action for Development of Aviation Infrastructure in Africa* was adopted within the framework of the Lomé Plan of Action (2017-2019) of the African Union at the Third ICAO World Aviation Forum (IWAF/3) in Abuja, Nigeria in November 2017.

*The Assembly:*

1. *Reminds* Member States that with regard to airports and air navigation services they remain responsible for the commitments they have assumed under Article 28 of the Convention, regardless of what entity or entities operate the airports or air navigation services concerned;
2. *Encourages* Member States to consider the establishment of autonomous entities to operate airports and air navigation services providers, taking into account economic viability as well as the interests of the users and other interested parties;
3. *Urges* Member States to establish good governance, for example, the creation of enabling institutional, legal and regulatory frameworks, the use of a data-driven approach, and the cooperation and compatible decision-making among transport authorities and other ministries in charge of related portfolios, which can provide a strong impetus to boost investment in aviation infrastructure;
4. *Urges* Member States to develop national and/or regional aviation infrastructure programmes and plans, which should be aligned and integrated with an appropriately-balanced development of transport modes, linked with national and/or regional development frameworks and strategies, and harmonized with the international economic and financial frameworks;
5. *Encourages* Member States to establish a transparent, stable and predictable investment climate to support aviation infrastructure development, for example, by engaging stakeholders, diversifying funding sources and elevating the role of private sector, including through private investment, business reform, private finance initiatives, public-private partnership and various incentive schemes;

6. *Encourages* Member States to consider the appropriateness of financial and regulatory support to airports and air navigation service providers in response to any unprecedented economic difficulties stemming from the COVID-19 pandemic. Such support should be consistent with the principle of fair and equal opportunity to compete;
7. *Requests* the Council to continue to develop and update, as required, guidance and tools on financing for the development and modernization of quality aviation infrastructure, including mechanisms to support operational improvements as described in the ASBU modules;
8. *Requests* the Council to continue to assess the emerging funding and financing needs arising from the industry technology advancement, including investment in infrastructure to support the operation of new entrants such as the UAS and AAM;
9. *Requests* the Council to keep the ICAO Guidance on Economic and Financial Measures to Mitigate the Impact of the Coronavirus Outbreak on Aviation updated and promote its use; and
10. *Requests* the Council to continue to conduct and support relevant follow up work to implement the *Declaration and Framework for a Plan of Action for Development of Aviation Infrastructure in Africa* under existing arrangements, especially under the ICAO Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan).

## **APPENDIX D**

### **Aviation data and statistics**

*Whereas* ICAO's Aviation Data and Statistics Programme provides an independent and global foundation for the purpose of fostering the planning and sustainable development of international air transport;

*Whereas* each Member State has undertaken that its international airlines shall file the data and statistics requested by the Council in accordance with Article 67 of the Convention;

*Whereas* the Council has laid down requirements for data and statistics on domestic airline operations, international airports, and international route facilities, pursuant to Articles 54 and 55 of the Convention;

*Whereas* the Council has also laid down requirements for data and statistics collection on civil aircraft on register pursuant to Article 21 of the Convention;

*Whereas* the Council has adopted a policy of management by objective which requires collection of pertinent data, statistics and analysis to measure the performance of the Organization as a whole and of its constituent parts in meeting the Strategic Goals of the Organization;

*Whereas* cooperation among international organizations active in the area of collection and distribution of aviation data and statistics may enable expansion of scope, coverage and quality of data, avoidance of duplication of efforts and reduction in the burden on States;

*Whereas* ICAO's role in processing and disseminating aviation data and statistics allows States to use it as a significant tool for the safe and orderly growth of international civil aviation services that are operated soundly and economically;

*Recognizing* that aviation data analytics is under transformation with velocity and increasing quantity of data, as well as data innovations and Artificial Intelligence (AI) enabling advanced analysis of such data; and

*Recognizing* the on-going collaboration on big data analytics with Member States in the provision of continuously updated operational and economic impact analysis through business intelligence tools.

*The Assembly:*

1. *Urges* Member States to nominate focal points for aviation data and statistics, and to make every effort to provide it to ICAO on time and electronically whenever possible;
2. *Encourages* Member States to use the continuously updated big data dashboards and monthly monitors for their data-driven decision-making, capacity planning and implementation needs;
3. *Requests* the Council, calling on national experts in the relevant disciplines as required, to examine on a regular basis the collection of official statistics, including the processing of big data and use of AI in order to meet more effectively the needs of the Member States and the Organization; and
4. *Requests* the Council to:
  - a) continue to collect, process and analyze aviation data, including big data, while ensuring the harmonization of aviation data and statistics from different sources in order to facilitate the provision of accurate, reliable and consistent data required for informed decision-making by States;
  - b) disseminate and share with Member States aviation data that are of common interest in the air transport field in accordance with the principles and provisions as contained in the Convention and relevant decisions of the Organization;
  - c) continue to explore ways of closer cooperation with the United Nations (UN), its agencies and other international organizations in the collection and distribution of aviation data, statistics and analysis, including big data as required; and
  - d) make arrangements, on an appropriate basis, for assistance to be given upon request to Member States by ICAO for the improvement of aviation data, statistics and analysis, including the adoption of new technologies such as AI and big data analytics.

## **APPENDIX E**

### **Forecasting, planning and economic analyses**

#### **Section I. Forecasting and planning**

*Whereas* Member States require global and regional forecasts of future civil aviation developments for various planning and implementation purposes;

*Whereas* the Council, in carrying out its continuing functions in the air transport economic field, must foresee future developments likely to require action by the Organization and must initiate such action in good time; and

*Whereas* the Organization requires specific forecasts for airports and air navigation systems planning and environmental monitoring purposes.

*The Assembly:*

1. *Requests* the Council to develop and update forecasts of future trends and developments in civil aviation, and to make these available to Member States;
2. *Requests* the Council to continue to update one single set of long-term traffic forecast, from which customized or more detailed forecasts can be produced for various purposes, such as air navigation systems planning and environmental analysis; and
3. *Requests* the Council to keep improving the accuracy of forecasts and conduct more frequent updates of the forecasts through the refinement of forecasting methodologies and use of AI algorithms embedded in big data.

## **Section II. Economic analysis**

*Whereas* there is a continuing interest among Member States, international organizations, financial institutions, as well as aviation, tourism, and trade industries, in the economic analysis of air transport, including aviation's contribution to global, regional and national economies;

*Whereas* the economic studies conducted by ICAO on international air transport costs and revenues have promoted neutrality and have resulted in a more equitable system of revenue sharing of airlines;

*Whereas* ICAO requires economic analyses to assist the Council in assessment of the effectiveness of measures proposed for the implementation of the Strategic Goals of the Organization, and for environmental planning, investment studies and other purposes; and

*Whereas* there is a growing need among Member States to measure their ability to create and maintain value from the civil aviation sector, requiring the development of methodologies to define a global aviation competitiveness index.

*The Assembly:*

1. *Requests* the Council to develop methodologies and procedures for the measurement of direct, indirect and induced impacts of aviation activity on the national economy in lines with internationally accepted standards;
2. *Requests* the Council to issue periodically a study on regional differences in the level of international air transport operating costs, analysing how differences in operations and input prices may affect their levels and the impact that changes in costs may have on air transport tariffs;
3. *Requests* the Council to monitor developments, conduct studies on major issues of global importance, and share its analyses with States, international organizations and the industry; and
4. *Requests* the Council to develop a standard methodology for establishing a global aviation competitiveness index for States to maximize market output, economic efficiencies and productivity.

### **Section III. Air mail**

*Whereas* air mail is an integral component of international air transport, which is increasingly affected by e-commerce;

*The Assembly:*

1. *Urges* Member States to take into account the effects on international civil aviation whenever policy is being formulated in the field of international air mail, and particularly at meetings of the Universal Postal Union (UPU);
2. *Directs* the Secretary General to furnish to the UPU, on request and as stipulated in relevant cooperation arrangements between UPU and ICAO, information of a factual character which may be readily available; and
3. *Requests* the Council to monitor and analyse international logistics constraints for e-commerce in collaboration with UPU.

## Resolution A42-27: Budgets for 2026, 2027 and 2028

A. *The Assembly*, with respect to the Budget 2026-2027-2028, *notes* that:

1. in accordance with Article 61 of the Convention, the Council has submitted, and the Assembly has considered budget estimates for the Regular Budget and indicative budget estimates for each of the financial years 2026, 2027 and 2028;
2. in accordance with Articles 49 (e) and 61 of the Convention, the Assembly approves the budget of the Organization;
3. in accordance with Financial Regulations VII and IX, the Council has presented, and the Assembly has considered indicative budget estimates for the Administrative and Operational Services Costs (AOSC) Fund and the Ancillary Revenue Generation Fund (ARGF) for each of the financial years 2026, 2027 and 2028.

B. *The Assembly*, with respect to the **Regular Budget**<sup>1</sup>:

*Resolves* that:

1. amounts presented in the following table, in Canadian dollars (CAD) for the financial years 2026, 2027 and 2028 are hereby authorized for expenditure in accordance with the Financial Regulations, and subject to the provisions of this Resolution:

<b>2026-2027-2028 Budget</b> (in CAD)				
Goal/Enabler	2026	2027	2028	Total
A. Every Flight is Safe and Secure	54,121,000	55,818,000	59,262,000	169,201,000
B. Aviation is Environmentally Sustainable	8,021,000	8,403,000	8,935,000	25,359,000
C. Aviation Delivers Seamless, Accessible, and Reliable Mobility for All	16,528,000	17,140,000	18,274,000	51,942,000
D. No Country Left Behind	3,908,000	4,111,000	4,397,000	12,416,000
E. The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges	1,817,000	1,999,000	2,037,000	5,853,000
F. The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All	5,150,000	5,373,000	5,730,000	16,253,000
<b>Strategic Goals</b>	<b>89,545,000</b>	<b>92,844,000</b>	<b>98,636,000</b>	<b>281,024,000</b>
<b>High Priority Enablers</b>	<b>348,000</b>	<b>360,000</b>	<b>374,000</b>	<b>1,082,000</b>
<b>Supporting Enablers</b>	<b>30,161,000</b>	<b>31,466,000</b>	<b>32,843,000</b>	<b>94,470,000</b>
<b>Total Appropriations</b>	<b>120,054,000</b>	<b>124,670,000</b>	<b>131,853,000</b>	<b>376,577,000</b>
Operational	120,004,045	124,512,456	131,759,850	376,276,352
Capital	49,955	157,544	93,150	300,648

<sup>1</sup> *Every Flight Safe and Secure Strategic Goal includes one-time top up, the allocation of which would necessitate a thorough prioritization review of Business Plan unfunded priority areas*



2. the annual Total Authorized Appropriation be financed as presented in the table below, in accordance with the Financial Regulations:

<b>2026-2027-2028 Funding Sources</b>				
(in CAD)				
<b>Funding Source</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Total</b>
a) Assessments from States	105,994,000	110,710,000	117,893,000	334,597,000
b) Transfer from ARGF Surplus	8,899,667	8,899,667	8,899,667	26,699,000
c) Reimbursement / Transfer from AOSC Fund	2,760,333	2,760,333	2,760,333	8,281,000
d) Special Purpose Reserve	1,400,000	1,300,000	1,300,000	4,000,000
e) Miscellaneous Income	1,000,000	1,000,000	1,000,000	3,000,000
<b>TOTAL</b>	<b>120,054,000</b>	<b>124,670,000</b>	<b>131,853,000</b>	<b>376,577,000</b>

*Requests* the Council to continue its work towards the long-term financial sustainability and viability of the Organization, and report the outcome to the next ordinary session of the Assembly.

C. *The Assembly*, with respect to supplementing the **Regular Budget**:

*Recognizes* the importance of enhancing the Organization's capabilities to address emerging priorities and expanded roles and responsibilities, as mandated by Member States;

*Expresses* its appreciation and *acknowledges* the willingness of Member States to provide voluntary contribution to the Strategic Fund beyond their assessment for the Regular Budget to support implementation of the Business Plan;

*Acknowledges* that such supplemental funding to be based upon the scales of assessment approved by the Assembly for the Regular Budget for 2026-2027-2028, as suggested contribution to the Strategic Fund;

*Recognizes* the voluntary nature of such contributions and *emphasizes* that the Strategic Fund falls outside of the Assembly Resolution 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;

*Encourages* Member States to inform the Council on their intention to participate in this initiative to facilitate planning and implementation of the activities to be funded by the Strategic Fund;

*Urges* the Member States to commit to providing additional voluntary contributions beyond their assessment for the Regular Budget and their payment towards the Strategic Fund by submitting pledge letters;

*Recognizes* the importance to provide the Secretariat with the flexibility in resource allocation within safety and security, as the highest concern for its Member States, and other priority areas of the ICAO Business Plan 2026-2028, and requests the Secretariat to periodically report to the Council on the allocation and use of these resources;

*Endorses* that the indicative target contributions to the Strategic Fund by Member States to fund core and highest priority activities of the Business Plan are subject to the provisions of this Resolution:

**2026-2027-2028 Strategic Fund Estimates**  
(in CAD)

	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>Total</b>
<i>Indicative Target</i>	3,500,000	3,500,000	3,500,000	10,500,000

D. *The Assembly*, with respect to the **AOSC Fund** indicative budget estimates:

*Recognizes* that the Administrative and Operational Services Cost (AOSC) Fund is mainly financed by fees from implementation of projects assigned to ICAO for execution using funds from external funding such as Governments and other sources;

*Recognizes* that the Capacity Development and Implementation Programme cannot be determined with a high degree of precision until such time as the Governments of donor and recipient countries have decided on the relevant projects and the amount to be implemented in a given year;

*Recognizes* that due to the situation cited above, the annual AOSC net budget figures shown below in Canadian dollars (CAD) for the years 2026, 2027 and 2028 represent indicative budget estimates only:

	<b>2026</b>	<b>2027</b>	<b>2028</b>
Indicative Budget Estimates	12,528,000	13,065,000	13,516,000

*Recognizes* that capacity development and implementation is an important means of fostering the development and safety, security, efficiency and sustainability of civil aviation;

*Recognizes* the circumstances facing the Capacity Development and Implementation Programme of the Organization and the necessity to take continuing management measures; and

*Recognizes* that in the event that the AOSC operation for any given financial year ends in a financial deficit, such deficit should first be met from the accumulated surplus of the AOSC Fund, and a call for support from the Regular Budget would be the last resort.

*Resolves* that the indicative budget estimates of the Administrative and Operational Services Costs of the Capacity Development and Implementation Programme are hereby approved on the understanding that subsequent adjustments to the indicative budget estimates shall be made within the framework of the annual AOSC budget estimates in accordance with the provisions of Article IX of the Financial Regulations.

E. *The Assembly*, with respect to the **ARGF Fund** indicative budget estimates:

*Recognizes* Council's consistent support to the conduct of the revenue-generating activities by the Secretariat with a view to ensuring the sustainability of the proposed level of the ARGF contribution to the Regular Budget;

*Recognizes* that budget estimates for ARGF cannot be determined with a high degree of precision until such time as projected revenue from provision of services is confirmed;

*Recognizes* that should the revenue-generating activities fail to generate sufficient net surplus to transfer the required amount to the Regular Budget, this shortfall would be supplemented by the Working Capital Fund, and if still insufficient, the shortfall would have to be met by Member States;

*Recognizes* that due to the situation cited above, the annual ARGF net budget figures shown below in Canadian dollars (CAD) for the years 2026, 2027 and 2028 represent indicative budget estimates only:

	2026	2027	2028
Indicative Budget Estimates	31,583,000	32,716,000	34,183,000

*Resolves* that the indicative budget estimates of the Ancillary Revenue Generation Fund are hereby approved on the understanding that subsequent adjustments to the indicative budget estimates shall be made within the framework of the annual ARGF budget estimates in accordance with the provisions of Article VII of the Financial Regulations and the Policy on Revenue-Generating Activities.

#### **Resolution A42-28: Assessments to the General Fund for 2026, 2027 and 2028**

*The Assembly resolves:*

1. that the amounts to be assessed on Member States for 2026, 2027 and 2028 pursuant to Article 61, Chapter XII, of the Convention shall be determined in accordance with the scales set out below.

Member States	Draft Scales of Assessment 2026, 2027, 2028
	%
Afghanistan	0.06
Albania	0.06
Algeria	0.08
Andorra	0.06
Angola	0.06
Antigua and Barbuda	0.06
Argentina	0.39
Armenia	0.06
Australia	1.67
Austria	0.57
Azerbaijan	0.08
Bahamas	0.06
Bahrain	0.12
Bangladesh	0.16
Barbados	0.06

Belarus	0.06
Belgium	0.64
Belize	0.06
Benin	0.06
Bhutan	0.06
Bolivia (Plurinational State of)	0.06
Bosnia and Herzegovina	0.06
Botswana	0.06
Brazil	1.16
Brunei Darussalam	0.06
Bulgaria	0.06
Burkina Faso	0.06
Burundi	0.06
Cabo Verde	0.06
Cambodia	0.06
Cameroon	0.06
Canada	2.54
Central African Republic	0.06
Chad	0.06
Chile	0.38
China	16.55
Colombia	0,29
Comoros	0.06
Congo	0.06
Cook Islands	0.06
Costa Rica	0.06
Côte d'Ivoire	0.06
Croatia	0.06
Cuba	0.08
Cyprus	0.06

Czechia	0.24
Democratic People's Republic of Korea	0.06
Democratic Republic of the Congo	0.06
Denmark	0.41
Djibouti	0.06
Dominica	0.06
Dominican Republic	0.06
Ecuador	0.06
Egypt	0.26
El Salvador	0.06
Equatorial Guinea	0.06
Eritrea	0.06
Estonia	0.06
Eswatini	0.06
Ethiopia	0.35
Fiji	0.06
Finland	0.36
France	3.24
Gabon	0.06
Gambia	0.06
Georgia	0.06
Germany	4.68
Ghana	0.06
Greece	0.23
Grenada	0.06
Guatemala	0.06
Guinea	0.06
Guinea-Bissau	0.06
Guyana	0.06
Haiti	0.06

Honduras	0.06
Hungary	0.38
Iceland	0.07
India	1.18
Indonesia	0.53
Iran (Islamic Republic of)	0.30
Iraq	0.10
Ireland	0.84
Israel	0.49
Italy	1.99
Jamaica	0.06
Japan	5.25
Jordan	0.06
Kazakhstan	0.13
Kenya	0.08
Kiribati	0.06
Kuwait	0.21
Kyrgyzstan	0.06
Lao People's Democratic Republic	0.06
Latvia	0.06
Lebanon	0.06
Lesotho	0.06
Liberia	0.06
Libya	0.06
Lithuania	0.06
Luxembourg	0.27
Madagascar	0.06
Malawi	0.06
Malaysia	0.45
Maldives	0.06
Mali	0.06
Malta	0.06
Marshall Islands	0.06
Mauritania	0.06
Mauritius	0.06

Mexico	1.00
Micronesia (Federated States of)	0.06
Monaco	0.06
Mongolia	0.06
Montenegro	0.06
Morocco	0.13
Mozambique	0.06
Myanmar	0.06
Namibia	0.06
Nauru	0.06
Nepal	0.06
Netherlands	1.28
New Zealand	0.30
Nicaragua	0.06
Niger	0.06
Nigeria	0.10
North Macedonia	0.06
Norway	0.51
Oman	0.15
Pakistan	0.13
Palau	0.06
Panama	0.16
Papua New Guinea	0.06
Paraguay	0.06
Peru	0.19
Philippines	0.30
Poland	0.63
Portugal	0.36
Qatar	1.27
Republic of Korea	2.30
Republic of Moldova	0.06
Romania	0.25
Russian Federation	1.75
Rwanda	0.06
Saint Kitts and Nevis	0.06

Saint Lucia	0.06
Saint Vincent and the Grenadines	0.06
Samoa	0.06
San Marino	0.06
Sao Tome and Principe	0.06
Saudi Arabia	1.04
Senegal	0.06
Serbia	0.06
Seychelles	0.06
Sierra Leone	0.06
Singapore	0.95
Slovakia	0.10
Slovenia	0.06
Solomon Islands	0.06
Somalia	0.06
South Africa	0.19
South Sudan	0.06
Spain	1.66
Sri Lanka	0.07
Sudan	0.06
Suriname	0.06
Sweden	0.58
Switzerland	0.91
Syrian Arab Republic	0.06
Tajikistan	0.06
Thailand	0.48
Timor-Leste	0.06
Togo	0.06
Tonga	0.06
Trinidad and Tobago	0.06
Tunisia	0.06
Türkiye	1.40
Turkmenistan	0.06
Tuvalu	0.06
Uganda	0.06



Ukraine	0.06
United Arab Emirates	1.95
United Kingdom	3.65
United Republic of Tanzania	0.06
United States	21.69
Uruguay	0.06
Uzbekistan	0.06
Vanuatu	0.06
Venezuela (Bolivarian Republic of)	0.06
Viet Nam	0.27
Yemen	0.06
Zambia	0.06
Zimbabwe	<u>0.06</u>
	<b><u>100.00</u></b>

#### **Resolution A42-29: Working Capital Fund**

*The Assembly:*

1. *Notes that:*

- a) in accordance with Resolution A41-30, the Council has reported upon, and the Assembly has considered, the adequacy of the level of the Working Capital Fund and the related borrowing authority;
- b) the accumulation of contributions in arrears has constituted, together with the delays in payment of current year contributions, a growing obstacle to the implementation of the work programme while creating financial uncertainty;
- c) based on past trends, there is only a limited risk that the level of the Working Capital Fund may not be sufficient to cover the needs in the foreseeable future;
- d) experience has shown that in general payments are not made at the beginning of the year when contributions are due and that ICAO cannot rely on contributions being paid even by the end of the year to which they relate and that such detrimental delay in complying with their financial obligations under the Convention by some Member States is leading to a potential financial crisis within the Organization that could impact all Member States;
- e) as long as the cash flow remains uncertain, ICAO would need the Working Capital Fund as a buffer on which it could draw to meet its unavoidable cash commitments; and
- f) the Council periodically reviews the financial situation of the Organization and the level of the Working Capital Fund.

2. *Resolves that:*

- a) the level of the Working Capital Fund remain at USD 8.0 million;
- b) the Council shall continue to monitor the level of the Working Capital Fund to determine if an increase is urgently needed;
- c) if the Council determines that it is warranted, the level of the Working Capital Fund shall be established at a level no higher than USD 10.0 million, subject to increases resulting from advances paid by new States becoming members of the Organization after approval of the scales. Such adjustment to the Working Capital Fund will be based on the scales of assessment in effect for the year for which the increase in the level of the Working Capital Fund is approved;
- d) the Secretary General be authorized, with the prior approval of the Finance Committee of the Council, to finance regular and supplementary appropriations that cannot be financed from the General Fund and the Working Capital Fund, by borrowing externally amounts needed to meet immediate obligations of the Organization, and that the Secretary General be required to repay such amounts as rapidly as possible; the outstanding total of such indebtedness of the Organization at no time to exceed CAD 3.0 million during the triennium;
- e) the Council shall report during ordinary sessions of the Assembly:
  - i. instances of the Working Capital Fund or borrowing authority use;
  - ii. requirement to increase or decrease the level of the Working Capital Fund or borrowing authority; and
- f) Resolution A41-30 is no longer effective and is hereby superseded; and

3. *Urges:*

- a) all Member States to pay their assessments as early as possible in the year in which they fall due in order to lessen the likelihood of the Organization having to draw on the Working Capital Fund and resort to external borrowing; and
- b) the Member States in arrears to meet their obligations to the Organization as promptly as possible, as called for by Resolution A39-31.

**Resolution A42-30: Approval of the accounts of the Organization for the financial years 2022, 2023 and 2024 and examination of the Audit Reports thereon**

*Whereas* the Council examined the Financial Statements of the Organization and Reports of the External Auditor for the financial years 2022, 2023 and 2024, and submitted them to the Assembly for its review and approval;

*Whereas* in accordance with Chapter VIII, Article 49 (f) of the Convention, expenditures have been reviewed;

*The Assembly:*

1. *Notes* the unqualified Report of the External Auditor on the Financial Statements as well as the Secretary General's Comments to the Report of the External Auditor for the financial year 2022;
2. *Notes* the unqualified Report of the External Auditor on the Financial Statements as well as the Secretary General's Comments to the Report of the External Auditor for the financial year 2023;
3. *Notes* the unqualified Report of the External Auditor on the Financial Statements as well as the Secretary General's Comments to the Report of the External Auditor for the financial year 2024;
4. *Approves* the audited Financial Statements for the financial year 2022;
5. *Approves* the audited Financial Statements for the financial year 2023; and
6. *Approves* the audited Financial Statements for the financial year 2024.

## Resolution A42-31: Amendment of the Financial Regulations

*Whereas* the Council is respectful of the position of the Assembly in approving the Budgets and Appropriations of the Organization;

*Whereas* the Council is able to meet on a regular basis to deal with exigencies and developments affecting the amounts appropriated;

*Whereas* the Council requires the flexibility between Assembly sessions to accommodate changes in the financing needs;

*The Assembly resolves*, that updates to the Financial Regulations 2.2, 4.4, 4.10, 5.2, 5.6, 5.8, 5.9, 7.6, 9.1, 9.2, 9.3, 9.4, and 9.5; Article IX title; and Article XV, are confirmed pursuant to Financial Regulation 14.1.

Edited changes	New revised text
2.2 The proceedings of the Finance Committee shall be governed by the <del>Rules of Procedure established by the Council. Rules of Procedure for Standing Committees of the Council.</del>	2.2 The proceedings of the Finance Committee shall be governed by <i>Rules of Procedure for Standing Committees of the Council.</i>
4.4 The Secretary General's Regular Budget Estimates shall be subdivided into Strategic <del>Objectives, Goals-Supporting Strategies,</del> and Enablers <del>may include any other objective or strategy</del> related to the results-based management structure of the Business Plan.	4.4 The Secretary General's Regular Budget Estimates shall be subdivided into Strategic Goals and Enablers related to the results-based management structure of the Business Plan.
4.10 The budget resolution, as defined in Regulation 4.7 c), shall be voted and adopted by the Assembly by Strategic <del>Objectives Goals, Supporting Strategies,</del> and Enablers <del>any other objective or strategy</del> <del>budgetary element</del> related to the results-based management structure of the Business Plan, and by Total Authorized Appropriation.	4.10 The budget resolution, as defined in Regulation 4.7 c), shall be voted and adopted by the Assembly by Strategic Goals and Enablers related to the results-based management structure of the Business Plan, and by Total Authorized Appropriation.
5.2 The Council may, in respect of a given financial year, approve appropriations in excess of the budget voted by the Assembly as follows: a) up to an amount not exceeding 2 per cent of the Total Authorized Appropriation in respect of the first year following adoption of the budget, 4 per cent of the Total Authorized Appropriation in respect of the second year and 2 per cent of the Total Authorized Appropriation in respect of the third year, to meet unforeseen and mandatory expenditures other than those specified in Regulation 5.2 b) and c); b) up to 2 per cent of the total annual appropriation for urgent new projects, in support of the Strategic <del>Objectives Goals,</del> not included in the framework of the approved budget; and c) irrespective of a) and b) above, up to the amount by which, for one or more financial years not yet submitted to the Assembly, actual miscellaneous income exceeds the amount of income taken into account by the Assembly in approving the appropriations for that year or those years to finance expenditure on projects related to the efficient delivery of the portion of the Organization's Business Plan related to Regular Budget activities.	5.2 The Council may, in respect of a given financial year, approve appropriations in excess of the budget voted by the Assembly as follows: a) up to an amount not exceeding 2 per cent of the Total Authorized Appropriation in respect of the first year following adoption of the budget, 4 per cent of the Total Authorized Appropriation in respect of the second year and 2 per cent of the Total Authorized Appropriation in respect of the third year, to meet unforeseen and mandatory expenditures other than those specified in Regulation 5.2 b) and c); b) up to 2 per cent of the total annual appropriation for urgent new projects, in support of the Strategic Goals, not included in the framework of the approved budget; and c) irrespective of a) and b) above, up to the amount by which, for one or more financial years not yet submitted to the Assembly, actual miscellaneous income exceeds the amount of income taken into account by the Assembly in approving the appropriations for that year or those years to finance expenditure on projects related to the efficient delivery of the portion of the Organization's Business Plan related to Regular Budget activities.
5.6 The unspent balance of appropriations in any financial year may be carried over to the following year under the authority of the Secretary General for up to 10 per cent per appropriation for each Strategic Objective, Goal Supporting Strategy, and Enabler or any	5.6 The unspent balance of appropriations in any financial year may be carried over to the following year under the authority of the Secretary General for up to 10 per cent per appropriation for each Strategic Goal and Enabler

Edited changes	New revised text
other objective or strategy that has been voted and adopted by the Assembly, and for any amount above this percentage, under the authority of the Council, irrespective of its authority under Regulation 5.9. The total of expended and carried over appropriations shall not exceed the Total Authorized Appropriation plus amounts carried over from the previous year. Any balance of unspent appropriations and appropriations not carried over to the following year shall be cancelled.	that has been voted and adopted by the Assembly, and for any amount above this percentage, under the authority of the Council, irrespective of its authority under Regulation 5.9. The total of expended and carried over appropriations shall not exceed the Total Authorized Appropriation plus amounts carried over from the previous year. Any balance of unspent appropriations and appropriations not carried over to the following year shall be cancelled.
5.8 Transfers between Strategic Results within each Strategic <del>Objective</del> Goal may be effected by the Secretary General.	5.8 Transfers between Strategic Results within each Strategic Goal may be effected by the Secretary General.
5.9 Transfers from one Strategic <del>Objective, Goal Supporting Strategy, or Enabler</del> any other objective or strategy voted and adopted by the Assembly, to another, may be effected by the Secretary General up to an amount not exceeding 20 per cent of the annual appropriation for each of the Strategic <del>Objectives, Goals, Supporting Strategies, or Enablers</del> other objective or strategy, to which the transfer is made. Above this percentage, transfers among Strategic <del>Objectives, Goals Supporting Strategies, or Enablers</del> other objective or strategy, may be effected by the Secretary General, with the prior approval of the Council, after obtaining the advice of the Finance Committee. All transfers, including those that fall within the authority of the Secretary General, shall be reported to the Assembly.	5.9 Transfers from one Strategic Goal or Enabler voted and adopted by the Assembly, to another, may be effected by the Secretary General up to an amount not exceeding 20 per cent of the annual appropriation for each of the Strategic Goals or Enablers to which the transfer is made. Above this percentage, transfers among Strategic Goals or Enablers may be effected by the Secretary General, with the prior approval of the Council, after obtaining the advice of the Finance Committee. All transfers, including those that fall within the authority of the Secretary General, shall be reported to the Assembly.
7.6 Income, including bank interest earned by a Fund, shall be credited to that Fund except: a) income from investments and bank interest earned by the General Fund and Working Capital Fund shall be credited to the General Fund as miscellaneous income; and b) income from investments and bank interest earned by Funds established in support of the <del>Technical Co-operation Capacity Development and Implementation</del> Programme shall be credited to the Administrative and Operational Services Cost (AOSC) Fund or to the Contributor as specified under the Agreement with the Contributor.	7.6 Income, including bank interest earned by a Fund, shall be credited to that Fund except: a) income from investments and bank interest earned by the General Fund and Working Capital Fund shall be credited to the General Fund as miscellaneous income; and b) income from investments and bank interest earned by Funds established in support of the Capacity Development and Implementation Programme shall be credited to the Administrative and Operational Services Cost (AOSC) Fund or to the Contributor as specified under the Agreement with the Contributor.

Article IX <del>Technical Cooperation</del> Capacity Development and Implementation	Article IX Capacity Development and Implementation
9.1 The Assembly has approved participation by the Organization in <del>programmes of technical cooperation</del> Capacity Development and Implementation Programmes (CDIP) financed exclusively by extra budgetary resources. In accordance with Article VII, Regulation 7.1, the Council authorizes the establishment of such Funds as may be necessary for the administration of <del>programmes of technical cooperation</del> CDIP. In line with Regulation 7.2, the Secretary General may create and shall administer those Funds, in support of the <del>Technical Cooperation</del> CDIP, in accordance with the applicable provisions of these Financial Regulations and with due regard to the requirements of the organizations, governments and other entities providing the respective funds.	9.1 The Assembly has approved participation by the Organization in Capacity Development and Implementation Programme (CDIP) financed exclusively by extra budgetary resources. In accordance with Article VII, Regulation 7.1, the Council authorizes the establishment of such Funds as may be necessary for the administration of the CDIP. In line with Regulation 7.2, the Secretary General may create and shall administer those Funds, in support of the CDIP, in accordance with the applicable provisions of these Financial Regulations and with due regard to the requirements of the organizations, governments and other entities providing the respective funds.
9.2 The Secretary General shall include in the Annual Report of the Council information on the execution of the CDIP—such	9.2 The Secretary General shall include in the Annual Report of the Council information on the execution of the

<p><del>programmes of technical cooperation, and</del> The Council in turn shall report to the Assembly on the Organization's execution of the <del>programmes of technical cooperation</del> CDIP.</p>	<p>CDIP, and the Council in turn shall report to the Assembly on the Organization's execution of the CDIP.</p>
<p>9.3 The cost of administration and operation of the <del>Organization's programmes of technical cooperation</del> CDIP shall be met by the organizations, governments and other entities providing the funds, <del>for technical cooperation and managed through an Administrative and Operational Services Cost (AOSC) Fund. Administrative charges shall be determined on the basis of</del> based on the estimated implementation costs to be incurred by the Organization, <del>for the implementation of the project</del>, subject to Regulation 7.7., and managed through the Administrative and Operational Services Cost (AOSC) Fund.</p>	<p>9.3 The cost of administration and operation of the CDIP shall be met by the organizations, governments and other entities providing the funds, based on the estimated implementation costs to be incurred by the Organization, subject to Regulation 7.7, and managed through the Administrative and Operational Services Cost (AOSC) Fund.</p>
<p>9.4 Funds received by the Organization, as a result of such charges, shall be administered by the Secretary General under the applicable provisions of these Financial Regulations, through a consolidated AOSC Fund, which shall be utilized to meet the full cost of such administration, operation and support of the Organization's <del>programmes of technical cooperation</del> CDIP.</p>	<p>9.4 Funds received by the Organization, as a result of such charges, shall be administered by the Secretary General under the applicable provisions of these Financial Regulations, through a consolidated AOSC Fund, which shall be utilized to meet the full cost of such administration, operation and support of the Organization's CDIP.</p>
<p>9.5 Budgetary estimates for AOSC, after having been reviewed by the Technical Co-operation and Implementation Support Committee and the Finance Committee and approved by the Council, shall be presented with the Regular Budget to the Assembly. The Assembly shall review and approve the AOSC estimates. The Secretary General shall make such adjustments to the approved estimates as may be required during the budgetary period concerned in order to provide adequate administration and support services to the Organization's <del>CDIP programmes of technical cooperation</del>, within the terms of these Financial Regulations and within the amounts of extra budgetary resources provided to the Organization for this purpose, and report to the Finance and Technical Co-operation and Implementation Support Committees thereon. Any such adjustment to the ordinary administrative and operational costs for the year exceeding a 5 per cent increase over the amount approved by the Assembly, or previously approved by the Council hereunder, shall be reported to Council and an increase in excess of 10 per cent will be subject to prior approval by the Council.</p>	<p>9.5 Budgetary estimates for AOSC, after having been reviewed by the Technical Co-operation and Implementation Support Committee and the Finance Committee and approved by the Council, shall be presented with the Regular Budget to the Assembly. The Assembly shall review and approve the AOSC estimates. The Secretary General shall make such adjustments to the approved estimates as may be required during the budgetary period concerned in order to provide adequate administration and support services to the Organization's CDIP, within the terms of these Financial Regulations and within the amounts of extra budgetary resources provided to the Organization for this purpose, and report to the Finance and Technical Co-operation and Implementation Support Committees thereon. Any such adjustment to the ordinary administrative and operational costs for the year exceeding a 5 per cent increase over the amount approved by the Assembly, or previously approved by the Council hereunder, shall be reported to Council and an increase in excess of 10 per cent will be subject to prior approval by the Council.</p>
<p><b>Article XV Definitions</b></p>	<p><b>Article XV Definitions</b></p>
<p><b>"Accountability"</b> shall mean the obligation to another to (i) demonstrate that work has been conducted in accordance with established rules and standards, under the appropriate delegation of authority, and (ii) report fairly and accurately on performance results vis-à-vis mandated roles and/or plans."</p>	<p><b>"Accountability"</b> shall mean the obligation to another to (i) demonstrate that work has been conducted in accordance with established rules and standards, under the appropriate delegation of authority, and (ii) report fairly and accurately on performance results vis-à-vis mandated roles and/or plans."</p>
<p><b>"Enablers"</b> shall mean either critical cross-cutting factors that underpin the achievement of Strategic Goals (<b>High Priority Enablers</b>); or supporting activities that facilitate the achievement of Strategic Goals or contribute toward accelerating the progress of the high-level ICAO priorities (<b>Supporting Enablers</b>).</p>	<p><b>"Enablers"</b> shall mean either critical cross-cutting factors that underpin the achievement of Strategic Goals (<b>High Priority Enablers</b>); or supporting activities that facilitate the achievement of Strategic Goals or contribute toward accelerating the progress of the high-level ICAO priorities (<b>Supporting Enablers</b>).</p>
<p><b>"Strategic Objectives-Goals"</b> shall mean the guiding principles for the outcomes that ICAO strives to achieve, forming the foundation</p>	<p><b>"Strategic Goals"</b> shall mean the guiding principles for the outcomes that ICAO strives to achieve, forming the</p>

for all ICAO's programmes, projects and activities <del>units into which the programmatic elements of the Business Plan shall be subdivided.</del>	foundation for all ICAO's programmes, projects and activities.
<del>"Supporting Strategies" shall refer to all management and administrative activities included in the Regular Budget.</del>	

## **Resolution A42-32: Appointment of the External Auditor**

*The Assembly:*

1. *Notes* that:
  - a) the Financial Regulations provide that, subject to confirmation by the Assembly, the Council shall appoint an External Auditor to the Organization; and
  - b) the Council reviewed the nominations submitted by Member States in 2024 and approved on 10 March 2025 the appointment of Mr. Pierre Moscovici, First President of the Cour des comptes, France, as ICAO's External Auditor for the financial years 2026, 2027 and 2028, in accordance with Financial Regulation 13.1.
2. *Expresses its* sincere appreciation to Mr. Michel Huissoud and Mr. Pascal Stirnimann respectively, President of the Swiss Federal Audit Office, for the high quality of their service to the Organization during their respective tenures (2020-2025) and for their effective and cooperative assistance during that period to the officials and organs of ICAO; and
3. *Confirms* the action taken by the Council in appointing Mr. Pierre Moscovici, First President of the Cour des comptes, France, as ICAO's External Auditor for the financial years 2026, 2027 and 2028.

— END —

