

ASSEMBLY 37th SESSION

Montréal, 28 September–8 October 2010

TECHNICAL COMMISSION

Report



*Approved by the Technical Commission of the Assembly
and published by authority of the Secretary General*

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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INTERNATIONAL CIVIL AVIATION ORGANIZATION

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ASSEMBLY — 37TH SESSION

MONTREAL, 28 SEPTEMBER TO 8 OCTOBER 2010

REPORT OF THE TECHNICAL COMMISSION

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General

1. The Technical Commission held six meetings between 30 September and 5 October 2010.
2. Mr. Sameh El Hefny (Egypt) was elected Chairman at the Second Plenary Meeting of the Assembly. The Commission, at its first meeting, elected as First Vice-Chairman, Mr. Ramon Borges Cardoso (Brazil), on a nomination by the Republic of Korea and seconded by Greece. Also based on a nomination by the Republic of Korea, seconded by Greece, the Commission elected as Second Vice-Chairman, Mr. Oscar Derby (Jamaica).
3. Representatives from 176 Contracting States and 40 Observer Delegations attended one or more meetings of the Commission.
4. The Secretary of the Commission was Ms. Nancy J. Graham, Director of the Air Navigation Bureau. Messrs. Mohamed Elamiri, Deputy Director, Safety Management and Monitoring, and Vince Galotti, Deputy Director, Safety Standardization and Infrastructure, served as Deputy Secretaries. The Commission was assisted by Mrs. Denise Cooper and also by:

Mr. Yong Wang, Chief, Aerodromes Section (AGA)
Mr. Marcus Costa, Chief, Accident Investigation Section (AIG)
Mr. Mostafa Hoummady, Chief, Aviation Safety Training Section (AST)
Mr. Chris Dalton, Chief, Air Traffic Management Section (ATM)
Mr. Henry Gourджи, Chief, Continuous Monitoring and Oversight Section (CMO)
Mr. Richard Macfarlane, Chief, Communications, Navigation, and Surveillance Section (CNS)
Mr. Roger Lambo, Chief, Implementation Support and Development Section – Safety (ISD/SAF)
Mr. John Illson, Chief, Integrated Safety Management Section (ISM)
Mr. Anthony Evans, Chief, Aviation Medicine Section (MED)
Dr. Olli Turpeinen, Chief, Meteorology/Aeronautical Information Management Section (MET/AIM)
Mr. Mitch Fox, Chief, Flight Operations Section (OPS)
Mr. Yuri Fattah, Chief, State Aviation Safety Tools Unit (SAST)

and other members of the Secretariat.

Agenda and working arrangements

5. The Assembly had agreed to the suspension of minutes for the Technical Commission of the 37th Session of the Assembly.
6. The following agenda items were considered by the Commission:
 - Agenda Item 23: Annual Reports of the Council to the Assembly for 2007, 2008 and 2009
 - Agenda Item 24: Budgets for 2011, 2012 and 2013
 - Agenda Item 25: Follow-up of the High-level Safety Conference (2010)
 - Agenda Item 26: Safety management and safety data

- Agenda Item 27: The protection of certain accident and incident records
- Agenda Item 28: ICAO Global Aviation Safety Plan (GASP) and Regional Aviation Safety Groups (RASGs)
- Agenda Item 29: Report on the implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP) under the comprehensive systems approach and Evolution of the ICAO Universal Safety Oversight Audit Programme (USOAP) beyond 2010
- Agenda Item 30: Runway safety
- Agenda Item 31: Comprehensive Regional Implementation Plan for Aviation Safety in Africa
- Agenda Item 32: Regional Safety Oversight Organizations (RSOOs)
- Agenda Item 33: Halon replacement
- Agenda Item 34: Proficiency in the English language used for radiotelephony communications
- Agenda Item 35: The Global Air Traffic Management (ATM) system
- Agenda Item 36: NextGen and SESAR as part of the Global ATM system
- Agenda Item 37: Development of an up-to-date consolidated statement of continuing ICAO policies and practices related to a global ATM system and communications, navigation and surveillance/air traffic management (CNS/ATM) systems
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- Agenda Item 44: Development of an up-to-date consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation
- Agenda Item 45: Next Generation of Aviation Professionals
- Agenda Item 46: Other issues to be considered by the Technical Commission

7. The documents and working papers associated with the work of the Commission are listed by agenda item in the appendix to this report.

8. The action taken by the Commission in respect of each item is reported on separately in the paragraphs which follow. The material is arranged according to the numerical sequence of the agenda items considered by the Commission.

Agenda Item 23: Annual Reports of the Council to the Assembly for 2007, 2008 and 2009

23.1 The Technical Commission reviewed those parts of the Annual Reports of the Council to the Assembly for 2007, 2008 and 2009 and the supplementary report covering the first six months of 2010 (Docs 9898, 9916 and 9921 and Supplement) falling within its field of competence.

23.2 The Commission noted, without comment, the work accomplished in the air navigation field during the past three years, as indicated under the respective Strategic Objectives A — Safety, D — Efficiency and E — Continuity.

Agenda Item 24: Budgets for 2011, 2012 and 2013

24.1 At the first meeting of the Technical Commission, the Secretary introduced the safety, efficiency and continuity elements of the Programme Budget of the Organization for 2011, 2012 and 2013 (A37-WP/43). She emphasized that the budget was different from ICAO's business plan and, as proposed in WP/43, would not support all needed safety programmes. However, A37-WP/43 does indicate that there would need to be some degree of flexibility to deal with changed circumstances or newly emerging developments. The Secretary referred to A37-WP/43 which states "The Secretariat is committed to funding all of the recommendations of the HLSC 2010 partly through savings in the budget and partly through voluntary funding so as not to increase the assessment of States."

24.2 The Commission reviewed and noted without comment the safety, efficiency and continuity elements of the Draft Budget of the Organization for 2011, 2012 and 2013.

Agenda Item 25: Follow-up of the High-level Safety Conference (2010)

25.1 Implementation of the High-level Safety Conference (2010) Recommendations

25.1.1 The Commission reviewed A37-WP/74, presented by the Council, containing a report on the action being taken on the implementation of the recommendations made by the High-level Safety Conference (HLSC 2010). The working paper provided information on the outcome and milestone associated with each of the actions as well as their financial implications.

25.1.2 All the delegates who took the floor on the subject supported the action taken by the Council. Many delegates stressed the importance of the development of the new Safety Annex and indicated the willingness of their States to be involved in its development.

25.1.3 The Commission, having reviewed the information provided in A37-WP/74, endorsed the Declaration, Conclusions and Recommendations made by HLSC 2010 and the action thereon taken by the Council and the Air Navigation Commission.

25.2 Safety initiatives arising from recent accidents

25.2.1 The Commission reviewed A37-WP/73, presented by the Secretary General, providing a report on action taken on the recommendations framed by the HLSC 2010 on Agenda Topic 3.2 (Safety initiatives arising from recent accidents). These recommendations address three major topics: improving access to flight data necessary to support accident and incident investigations; improvement of surveillance, flight monitoring and communications of aircraft operating in oceanic/remote areas, including the provision of timely and adequate search and rescue services in search areas; and a review of existing requirements on flight deck activities, checklist and standard operating procedure design.

25.2.2 The Commission reviewed A37-WP/245, presented by the Interstate Aviation Committee (IAC) on the implementation of continuous flight data transmission by satellite to support search and

rescue and accident investigation. The paper invited the Assembly to support the concept and to request ICAO to develop the supporting SARPs.

25.2.3 There was broad support for the action taken by the Council following the HLSC 2010 Recommendation on the subject. One delegation expressed concern with the planned 2018 applicability dates for upgrading the operating life and range of underwater locator devices (ULBs) and suggested a 2015 applicability date. Another delegation indicated its support, in principle, for the measure, but stressed that the development of SARPs should be based on safety management principles and including a risk assessment, and should be comprehensive, technically feasible and allow for universal acceptance.

25.2.4 Regarding the transmission of flight data, it was suggested that the Council also examine the possibility of making full use of existing technologies in the short term as well as consideration of retrofit issues.

25.2.5 The Commission noted the report, endorsed the planned ICAO activities contained therein and urged States and other stakeholders to take the measures called for in the recommendations. It also asked the Council to take into consideration the proposals contained in A37-WP/245 and in paragraph 25.2.4 above, comments made on the applicability date of the ULB SARPs, the possibility of speeding up the work and the need to follow a risk-based approach.

25.3 **Sharing of safety information**

25.3.1 The Commission reviewed A37-WP/60, presented by the Council and proposing in the form of a draft Assembly Resolution a set of high-level principles for the development of a Code of Conduct on the use and sharing of safety information, in accordance with Recommendation 2/3 of the HLSC 2010.

25.3.2 The Commission reviewed A37-WP/81 presented by Belgium, on behalf of the European Union (EU) and its Member States, and by the other States Members of the European Civil Aviation Conference (ECAC), and by EUROCONTROL. The paper provided the views of Europe on ICAO safety priorities, with particular consideration on the conclusions of the HLSC 2010. The paper also proposed an Assembly resolution on transparency and addressed in more detail HLSC 2010 recommendations with respect to a new State Safety Management Annex, aviation personnel competency and runway safety.

25.3.3 The Commission reviewed A37-WP/103, presented by the United States, on the transparency of safety data, stressing the importance for ICAO to provide the list of States having a significant safety concern (SSC) to the traveling public in an appropriate format. The paper also requested ICAO to post existing USOAP results in a more prominent location on the ICAO website, together with a clear explanation of the significance of these results, allowing the traveling public to make informed travel decisions.

25.3.4 The Commission reviewed A37-WP/122, presented by Australia, on the terms of reference for a multidisciplinary group on the protection of safety information. The paper presented a set of principles and suggested that they be taken into account when developing the terms of reference for the multidisciplinary group.

25.3.5 The Commission reviewed A37-WP/124 Revision No. 1, presented by the African Civil Aviation Commission (AFCAC) on behalf of fifty three African States, on principles for the Code of Conduct. The paper proposed that the Code of Conduct apply to every legal person and stressed that it

should include statements on the nature, scope and methods for the exchange of safety information, as well as levels of access to the information and the purpose for which the information may be used. The African States also expressed their interest in participating in the task force to be established to develop the Code of Conduct.

25.3.6 The ensuing discussion focused on two major issues: the provision of information to the public so they can make informed travel decisions and the development by ICAO of a Code of Conduct on the use and sharing of safety information.

25.3.7 With regard to the provision of information to the public, several delegates recalled that the HLSC 2010 had requested the Council of ICAO to investigate how SSCs could be provided to the public in a usable form and called for timely action on the subject. Other delegates, while supporting the principle of greater transparency, felt that ICAO should proceed with caution in order to ensure that there would be no unintended negative consequences. It is to be recalled that the HLSC 2010 Recommendation 2/3 was adopted by the Council of ICAO and is being actioned.

25.3.8 There was unanimous support for the development of a Code of Conduct on the sharing of information. There were, however, diverging views on the scope and the nature of the Code. Due to time constraints, there was consensus that there would be no resolution of this subject in the Technical Commission. It was therefore suggested by the Secretariat that this subject be addressed by the task force on the Code of Conduct, to be established next month. The Code of Conduct on the use and sharing of safety information will be developed as a matter of urgency.

25.3.9 Therefore, the Commission submits, for adoption by the Plenary, the following resolution and requests that all papers and discussions related to this subject that were presented at this Assembly and during the HLSC 2010, be made available to the task force developing the Code of Conduct.

Resolution 25/1: Principles for a code of conduct on the sharing and use of safety information

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

Whereas the Convention and its Annexes provide the legal and operational framework upon which Member States can build a civil aviation safety system based on mutual trust and recognition, requiring that all Member States fulfil their obligations in implementing the Standards and Recommended Practices (SARPs) and in adequately performing safety oversight;

Recalling that mutual trust between States, as well as public confidence in the safety of air transportation is contingent upon access to adequate information regarding the implementation of international SARPs;

Recalling that transparency and the sharing of such information are fundamental tenets of a safe air transportation system and that one of the objectives of sharing information is to ensure a consistent, fact-based and transparent response to safety concerns at the State and at the global levels;

Recognizing that the safety information in the possession of individual States, aviation industry and aviation organizations regarding the existence of operational hazards has the potential to provide a clearer perspective on existing and emerging areas of risk and the opportunity for timely interventions to improve safety when shared and acted upon collectively;

Recognizing that there is a need to develop principles of confidentiality and transparency to ensure that safety information is used in an appropriate, fair and consistent manner, solely to improve aviation safety and not for inappropriate purposes, including for the purpose of gaining economic advantage; and

Mindful that the use of such information for other than safety-related purposes may inhibit the provision of such information, with an adverse effect on aviation safety;

The Assembly:

1. *Instructs* the Council to develop a Code of Conduct for the Sharing and Use of Safety Information based on the following principles, among others:

a) Member States will collect and share relevant and appropriate safety information to ensure that they can effectively discharge their individual and collective responsibilities for the safety of international civil aviation;

b) Member States will utilize safety information to assist in ensuring that operations under their oversight are conducted in full compliance with applicable SARPs and other regulations;

c) Member States, aviation industry and aviation organizations will ensure that shared safety information is used in an appropriate, fair and consistent manner, solely to improve aviation safety;

d) Member States, aviation industry and aviation organizations will use caution in disclosing information, keeping in mind equally the need for transparency and the possibility that such disclosure may inhibit the future provision of such information; and

e) Member States receiving safety information from another State, will agree to provide levels of confidentiality and uphold principles for disclosure equivalent to those provided by the State generating the information.

25.4 Development of ICAO SARPs

25.4.1 The Commission reviewed A37-WP/114, presented by New Zealand, proposing that impact assessments be required in the development of new SARPs. This paper recalled the recommendation on this issue in the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (2006). A37-WP/114 recommended, in the form of a draft Assembly resolution, that ICAO, following the HLSC recommendation on the subject, implement a regulatory impact assessment process to explain and document the context and justification related to proposals for new SARPs. All the delegations that took the floor on the subject supported A37-WP/114, although the resolution itself was not supported for adoption.

25.4.2 Some States suggested that a phased implementation approach might be preferable, for example:

Phase 1 – SARPs to be accompanied by a problem statement and some relevant safety data and analysis;

Phase 2 – SARPs to be issued with a simple regulatory impact assessment summarizing the problem analysis, the options considered, the safety impact and a qualitative comparison of options; and

Phase 3 – SARPs to have a full regulatory impact assessment including problem analysis, the options available, the safety and cost impacts, and a qualitative and quantitative, as appropriate, comparison of the available options.

25.4.3 In view of the discussion, the recommendations made on the subject by the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (2006) and the High-level Safety Conference (2010) as well as the action already taken by the Council on the subject, the Commission recommends:

- a) an impact assessment is required when new SARPs are proposed; and
- b) the Council should continue its work on the feasibility study and, based on the results of the study, decide how ICAO could allocate its resources to support an impact assessment process.

Agenda Item 26: Safety management and safety data

26.1 The Commission reviewed A37-WP/69, presented by the Council, containing a report on the evolution of ICAO's proactive safety management approach. The working paper provided an overview of ICAO's safety analysis strategy, including the eventual integration of operational data generated through future implementation of the State safety programme (SSP) and safety management systems (SMS).

26.2 The Commission, having reviewed the information provided in A37-WP/69, endorsed ICAO's safety management approach and the intended future use of safety intelligence to support achievement of safety targets contained within the Global Aviation Safety Plan (GASP).

26.3 The Commission reviewed A37-WP/173, presented by Indonesia, which supported the development of common safety metrics, analysis methods and interoperable database systems to support safety performance measurement and ensure effective sharing of safety information among States. The paper also recommended the use of the Universal Safety Oversight Audit Programme (USOAP) protocols for States to use in the conduct of internal audits to assure compliance with ICAO Standards and Recommended Practices (SARPs).

26.4 The Commission reviewed A37-WP/223, presented by the Republic of Korea, which called for ICAO's leadership in support of SSP and SMS implementation, including a request for ICAO to survey States to determine the workload associated with implementation. The paper also recognized the need for harmonization of safety metrics and analysis methods to promote a free flow of safety information, as well as the need to determine how such information can be disseminated while preventing inappropriate use. The paper also asked for ICAO to support an SSP/SMS Seminar to be hosted by the Republic of Korea in 2011.

26.5 The Commission reviewed A37-WP/155, presented by Canada and the United States, which called for common methods and processes related to SMS implementation, acceptance,

performance measurement and oversight. The paper recommended that the Safety Management International Collaboration Group (SMICG) be asked to study SMS equivalency and to provide recommendations on how to achieve consistent implementation.

26.6 The Commission reviewed A37-WP/141, A37-WP/142, A37-WP/144, and A37-WP/145, all presented by Venezuela. These papers called upon ICAO to provide support for SMS implementation and to develop further human factors principles in the context of safety management. They also recognized the need to educate senior management regarding their respective roles in support of SMS implementation and to develop skills within States and aviation organizations to support safety risk management activities, in particular, the ability to investigate safety related events of low consequence.

26.7 The Commission reviewed A37-WP/149, presented by the Arab Civil Aviation Commission (ACAC), which supported the development of a new Annex to the Chicago Convention dedicated to safety management and establishment of an appropriate working group for this purpose.

26.8 The Commission reviewed A37-WP/295 and A37-WP/296, both presented by the Civil Air Navigation Services Organisation (CANSO). Working Paper A37-WP/295 called for the definition of global safety metrics necessary to support a harmonized approach to safety analysis and cited CANSO's work in development of leading and lagging safety indicators. Working paper A37-WP/296 cited CANSO's SMS Standard of Excellence and its complementary role in support of SSP and SMS implementation by States and service providers, respectively.

26.9 The Commission reviewed A37-WP/113, presented by the Interstate Aviation Committee (IAC), which called for the development of an international standard for SMS terms and definitions, risk forecasting techniques and computer systems to support proactive safety analysis.

26.10 The discussion highlighted the fact that implementation of safety management is a challenging task and that training and more general support is critical to its effective implementation. The development of a new Safety Management Annex (discussed under Agenda Item 25: Follow-up of the High-level Safety Conference (2010)) was also deemed to be essential, and a number of States commented on the need to ensure that the new Annex be developed in a timely manner, yet capturing the recommendations of the HLSC 2010, the latest safety management developments, and the implementation needs of States. The Commission agreed that the new Annex should be developed in close collaboration from the very beginning with States and international organizations, and that the new Annex should envisage the possibility of establishing regional safety oversight organizations (RSOOs) and regional safety programmes. The Commission therefore agreed to request that the ICAO Council make the necessary arrangements.

26.11 Information papers were provided by Australia (A37-WP/289); India (A37-WP/105 and A37-WP/106); United States (A37-WP/225 and A37-WP/227); Venezuela (A37-WP/146); ASECNA (A37-WP/309); and IAC (A37-WP/112).

Agenda Item 27: The protection of certain accident and incident records

27.1 Further study on the protection of safety information

27.1.1 The Commission considered A37-WP/66, presented by the Council, which addressed the protection of safety information by States in consideration of Attachment E to Annex 13 — *Aircraft Accident and Incident Investigation* and the need for the establishment of a multidisciplinary group to

further study the protection of safety information from inappropriate use. The paper presented a progress report by the Council on Assembly Resolutions A36-8: *Non-disclosure of certain accident and incident records* and A36-9: *Protecting information from safety data collection and processing systems in order to improve aviation safety*, and proposed an update of these two resolutions.

27.1.2 In A37-WP/122, Australia supported the establishment of the multidisciplinary group mentioned in 27.1.1 above, and proposed that draft Assembly Resolutions 27/1 and 27/2 presented in A37-WP/66 be used to guide the direction of this group, adding that protection of information should also be commensurate with the purpose for which such information was proposed to be disclosed. Further, it was suggested that the group be encouraged to liaise with technical experts of complex safety systems other than aviation in order to determine whether a consistent approach could be taken when interacting with judicial and other relevant authorities.

27.1.3 The International Air Transport Association (IATA) presented A37-WP/180, addressing a perceived trend towards the opening of criminal prosecutions following aircraft accidents. While highlighting concerns with the “criminalization” of accident investigations, the paper stressed the need to preserve a non-punitive environment as a means to ensure the free flow of information to help determine the causes of accidents. IATA supported A37-WP/66 and proposed additions to the draft resolutions to address concerns regarding the criminalization of accident investigations.

27.1.4 The Commission reviewed A37-WP/292, presented by the Civil Air Navigation Services Organisation (CANSO), discussing the importance of development of a “just culture” as a means to educate judicial authorities and the media that the societal goal of reducing accidents was not met by punishing individuals. The paper suggested that an urgent action was needed to promote the concept of “just culture” both within and outside the aviation industry. CANSO supported the establishment of the multidisciplinary group on the protection of safety information and urged States to recognize the benefits of the implementation of a just safety culture, encouraging the establishment of a dialogue between aviation and judicial authorities.

27.1.5 The Commission was generally supportive of the actions proposed in the papers presented above, all addressing the importance of protection of safety information from improper use, and acknowledged the need to establish the multidisciplinary group on protection of safety information as soon as possible.

27.1.6 With regard to the proposals in A37-WP/122, the Commission agreed to amend draft Resolutions 27/1 and 27/2 to accommodate the notion that protection of safety information should also be commensurate with the purpose for which the information was proposed to be disclosed. A few additional changes to the resolutions were suggested and agreed from the floor.

27.1.7 Regarding A37-WP/180, the Commission agreed that some of the proposals in the paper were reflected in both draft Resolutions 27/1 and 27/2. The issue concerning the criminalization of investigations, however, would need to be addressed in draft Resolution 27/1: *Non-disclosure of certain accident and incident records*.

27.1.8 The Commission recognized the benefits and importance to safety of a just culture environment, addressed in A37-WP/292, noting that this matter was reflected in draft Resolution 27/2. Further, it was noted that the multidisciplinary group on protection of safety information would discuss, among others, ways to facilitate the interaction between safety and judicial authorities associated with the protection of safety information.

27.1.9 An information paper was provided by Australia (A37-WP/289).

27.1.10 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary, the following resolutions:

Resolution 27/1: Non-disclosure of certain accident and incident records

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

Whereas it is essential that cognizance be taken that it is not the purpose of the investigation of accidents and incidents to apportion blame or liability;

Recognizing that it is essential that all relevant information be made available to the accident investigators to facilitate the establishment of the causes and/or contributing factors of accidents and incidents in order to enable preventative action to be taken;

Recognizing that the prevention of accidents is essential to safeguard the continued confidence in air transport;

Recognizing that public attention will continue to focus on States' investigative actions, including calls for access to accident and incident records;

Recognizing that the protection of certain accident and incident records from inappropriate use is essential to ensure the continued availability of all relevant information to accident investigators in future investigations;

Recognizing that the use of information, derived from accident investigations, for disciplinary, civil, administrative and criminal proceedings is generally not a means to improve aviation safety;

Recognizing that the measures taken so far to ensure the protection of certain accident and incident records may not be sufficient, and *noting* the issuance by ICAO of legal guidance to assist States in this regard;

Recognizing that the legal guidance in Attachment E to Annex 13 has assisted many States in the development and implementation of means to protect certain accident and incident records from inappropriate use;

Considering that a balance needs to be struck between the need for the protection of safety information and the need for the proper administration of justice, and that protection should be to a level commensurate with the nature of the information each source generates, as well as with the purpose of disclosure of such information;

Mindful that the accident investigation authorities and the civil aviation authorities acknowledged the need for further study by ICAO on the protection of safety information; and

Recognizing the recommendations of the High-level Safety Conference 2010 to establish a multidisciplinary group to address the protection of certain safety information;

The Assembly:

1. *Urges* Contracting States to continue to examine and if necessary adjust their laws, regulations and policies to protect certain accident and incident records in compliance with paragraph 5.12 of Annex 13, in order to mitigate impediments to accident and incident investigations, in consideration of the legal guidance for the protection of information from safety data collection and processing systems issued by ICAO;
2. *Instructs* the Council to consider to enhance, in view of the results of the work of the multidisciplinary group, the provisions on the protection of certain accident and incident records with the aim of facilitating the implementation of Annex 13 provisions addressing the protection of safety information, taking into account the necessary interaction between safety and judicial authorities in the context of open reporting culture; and
3. *Declares* that this resolution supersedes Resolution A36-8.

Resolution 27/2: Protecting information from safety data collection and processing systems in order to improve aviation safety

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

Recognizing the importance of the free communication of safety information amongst the stakeholders of the aviation system;

Recognizing that the protection of safety information from inappropriate use is essential to ensure the continued availability of all relevant safety information, to enable proper and timely preventive actions to be taken;

Concerned by a trend for safety information to be used for disciplinary and enforcement actions and to be admitted as evidence in judicial proceedings;

Noting the importance of a balanced environment in which disciplinary action is not taken as consequence of actions by operational personnel that are commensurate with their experience and training, but where gross negligence or wilful violations are not tolerated;

Mindful that the use of safety information for other than safety-related purposes may inhibit the provision of such information, with an adverse effect on aviation safety;

Considering that a balance needs to be struck between the need for the protection of safety information and the need for the proper administration of justice, and that protection should be to a level commensurate with the nature of the information each source generates, as well as with the purpose of disclosure of such information;

Recognizing that technological advances have made possible new safety data collection, processing and exchange systems, resulting in multiple sources of safety information that are essential in order to improve aviation safety;

Noting that existing international laws, as well as national laws and regulations in many States, may not adequately address the manner in which safety information is protected from inappropriate use;

Noting the issuance by ICAO of legal guidance aimed at assisting States enact national laws and regulations to protect information gathered from safety data collection and processing systems, while allowing for the proper administration of justice;

Recognizing that the legal guidance in Attachment E to Annex 13 has assisted many States in the development and implementation of means to protect information gathered from safety data collection and processing systems;

Mindful that the civil aviation authorities acknowledged the need for a further study by ICAO on the protection of safety information; and

Recognizing the recommendations of the High-level Safety Conference 2010 to establish a multidisciplinary group to address the protection of certain safety information;

The Assembly:

1. *Urges* all Contracting States to continue to examine their existing legislation and adjust as necessary, or enact laws and regulations to protect information gathered from all relevant safety data collection and processing systems based, to the extent possible, on the legal guidance developed by ICAO;

2. *Urges* the Council to cooperate with Contracting States and appropriate international organizations regarding the development and implementation of guidance to support the establishment of effective safety-reporting systems, and the achievement of a balanced environment where valuable information derived from all relevant safety data collection and processing systems is readily accessible, while respecting principles of administration of justice and freedom of information;

3. *Instructs* the Council to consider to enhance, in view of the results of the work of the multidisciplinary group, the provisions on the protection of information gathered from safety data collection and processing systems (SDCPS) with a view to ensure and sustain the availability of safety information required for the management of safety, taking into account the necessary interaction between safety and judicial authorities in the context of open reporting culture; and

4. *Declares* that this resolution supersedes Resolution A36-9.

Agenda Item 28: ICAO Global Aviation Safety Plan (GASP) and Regional Aviation Safety Groups (RASGs)

28.1 The Commission reviewed A37-WP/70, presented by the Council, containing a report on the implementation and planned evolution of ICAO's Global Aviation Safety Plan (GASP), including a draft resolution instructing the Secretary General to effectively communicate the GASP, related Global Aviation Safety Roadmap (GASR) and the Global Air Navigation Plan (GANP). The draft Resolution further urges States to support implementation of the State Safety Programme (SSP) and to otherwise support related activities. The working paper also provided an overview of the establishment of Regional Aviation Safety Groups (RASGs), including their role to support achievement of GASP objectives at a regional level.

28.2 The Commission reviewed A37-WP/81, presented by Belgium, on behalf of the European Union (EU) and its Member States, and by the other States Members of the European Civil Aviation Conference (ECAC), and by EUROCONTROL. The paper provided views on ICAO safety priorities, in particular the role of Regional Safety Oversight Organizations (RSOOs) in supporting States in meeting their safety oversight responsibilities.

28.3 In the ensuing discussion, the Commission agreed to the GASP evolution strategy and to modifications in the draft resolution and requested that the ICAO Council develop a plan for prioritization of strategic safety programmes and to support their implementation as funding permits.

28.4 An information paper was provided by Belgium, on behalf of the EU and its Member States, and by the other States Members of ECAC, and by EUROCONTROL (A37-WP/198).

28.5 A delegation underlined that while a code of conduct should be developed regarding the transmission of technical data between States, there is an urgent need for ICAO to provide the public easily understandable information about the safety of air transportation. The delegation expressed its support for the draft resolution on transparency in WP/81.

28.6 In view of the discussion, the Commission submits, for adoption by the Plenary, the following resolution:

Resolution 28/1: ICAO global planning for safety

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

Whereas to realize this goal, the Organization has established Strategic Objectives in the fields of, inter alia, safety and efficiency;

Recognizing the importance of a global framework to support the Strategic Objectives of ICAO;

Recognizing the importance of regional and national plans and initiatives based on the global framework for effective implementation; and

Recognizing that further progress in improving global safety 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;

The Assembly:

1. *Resolves* that ICAO shall implement and keep current the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP) to support the relevant Strategic Objectives of the Organization;

2. *Resolves* that these global plans shall be implemented and kept current in close cooperation and coordination with all concerned stakeholders;

3. *Resolves* that these global plans shall provide the framework in which regional, subregional and national implementation plans will be developed and implemented thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety and efficiency;

4. *Calls upon* States and *invites* other stakeholders to cooperate in the development and implementation of regional, subregional and national plans based on the framework of the global plans;

5. *Instructs* the Council to provide a report on the implementation and evolution of the global plans to future regular sessions of the Assembly;

6. *Instructs* the Secretary General to promote, make available and effectively communicate the GANP, GASP and its associated Global Aviation Safety Roadmap (GASR) global plans; and

7. *Declares* that this Assembly resolution supersedes Assembly Resolution A36-7 on the ICAO Global Aviation Safety Plan (GASP).

APPENDIX

Global Aviation Safety Plan

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;

Recognizing that safety is a shared responsibility involving ICAO, Contracting States and all other stakeholders;

Recognizing the safety benefits that can be drawn from partnerships between States and industry such as the Commercial Aviation Safety Team (CAST), the European Strategic Safety Initiative (ESSI), the Regional Aviation Safety Group-Pan-American (RASG-PA) and the African and Indian Ocean Islands Safety Enhancement Team (ASET);

Recognizing that the High-level Safety Conference (2010) reaffirmed the need for the ICAO safety framework to continuously evolve to ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environment;

Noting that the expected increase in international civil aviation traffic will result in an increasing number of aircraft accidents unless the accident rate is reduced;

Realizing the need to maintain the public's confidence in air transport through the dissemination of safety information;

Recognizing that a proactive approach in which safety risks are identified and managed is of paramount importance to the achievement of further improvements in aviation safety;

Recognizing that regional aviation safety groups should be implemented by ICAO, taking into account the needs of the various regions and building on the already existing structures and forms of cooperation;

Noting with satisfaction the Global Aviation Safety Roadmap as developed by key industry partners acting as the Industry Safety Strategy Group (ISSG) with ICAO and which forms the basis for the Global Aviation Safety Plan (GASP);

Noting the intent to continuously apply the GASP as a tool to enhance safety by focusing action where it is most needed; and

Noting the unified strategy established by ICAO to resolve safety-related deficiencies;

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, particularly in States where safety records are significantly worse than the worldwide average;

2. *Stresses* that limited resources of the international aviation community should be used in the first place to support States or regions whose safety performance is not at an acceptable level and where political willingness exists to improve safety oversight functions;

3. *Urges* Contracting States to support the GASP objectives by:

a) implementing the State Safety Programme (SSP);

b) expeditiously implementing safety management systems across the aviation industry to complement the existing regulatory framework;

c) sharing operational safety intelligence among States and relevant aviation stakeholders;

d) ensuring that the travelling public has access to easily understandable safety-related information to enable informed decisions;

e) creating an environment in which the reporting and sharing of information is encouraged and facilitated and in which remedial action is undertaken in a timely fashion when deficiencies are reported; and

f) reporting accident and incident data as required to ICAO;

4. *Urges* Contracting States, regional safety oversight organizations and international organizations concerned to work with all stakeholders to implement the GASP objectives and GASR methodology objectives and to implement these methodologies to reduce the number and rate of aircraft accidents;

5. *Urges* Contracting States to demonstrate the political will necessary for taking remedial actions to address deficiencies including those identified by Universal Safety Oversight Audit Programme (USOAP) audits and through the application of GASP objectives and the ICAO regional planning process;

6. *Urges* States to fully exercise safety oversight of their operators in full compliance with applicable Standards and Recommended Practices (SARPs), and assure themselves that foreign operators flying in their territory receive adequate oversight from their own State and take appropriate action when necessary to preserve safety;

7. *Urges* States to develop sustainable safety solutions to fully exercise their safety oversight responsibilities. This can be achieved by sharing resources, utilizing internal and/or external resources, such as regional and subregional safety oversight organizations and the expertise of other States; and

8. *Urges* Contracting States, the industry and financing institutions to provide the needed support for the coordinated implementation of the ICAO Global Aviation Safety Plan, avoiding duplication of efforts.

Agenda Item 29: Report on the implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP) under the comprehensive systems approach and Evolution of the ICAO Universal Safety Oversight Audit Programme (USOAP) beyond 2010

29.1 The Commission reviewed A37-WP/36, presented by the Council, containing a report on the implementation of the ICAO USOAP under the comprehensive systems approach. The working paper provided information on the audits and other activities of the programme between 2005 and 2010. The paper also highlighted the significant amount of information gathered under the USOAP that will be of great value in assessing the implementation status of ICAO Standards and Recommended Practices (SARPs) and the effective implementation by States of the critical elements of a safety oversight system.

29.2 The Commission reviewed A37-WP/37, also presented by the Council, which proposed a draft Assembly Resolution on the continuous monitoring approach (CMA). The CMA will involve the establishment of a system to monitor the safety oversight capability of Contracting States on an ongoing basis. It will also enable safety information sharing between ICAO and other interested stakeholders. A transition period to the CMA has been tentatively set at two years.

29.3 The Commission reviewed A37-WP/235, presented by the Republic of Korea, which requested that ICAO review a suggestion for the provision of technical support to States for the enhancement of the CMA.

29.4 The Commission recalled that A37-WP/81, presented by Belgium, on behalf of the EU and its Member States, and by the other States Members of ECAC, and by EUROCONTROL, supported the transition to a CMA. The Commission reviewed A37-WP/107, presented by the United States, which also supported the evolution to a CMA.

29.5 The Commission reviewed A37-WP/137, presented by the African Civil Aviation Commission (AFCAC) on behalf of fifty three African States, which noted the information contained in A37-WP/36 and A37-WP/37 but expressed concern regarding the two-year timeframe for the transition to the CMA and called for a more flexible approach. The paper also called for actions to be taken to support African States.

29.6 During the ensuing discussion, the importance of providing general aviation safety information to the travelling public was highlighted. There was a suggestion that regional safety oversight organizations be integrated into the CMA and that quality assurance should be made a high priority under the new approach.

29.7 An information paper was provided by Cuba (A37-WP/150).

29.8 The Commission expressed unanimous support for the CMA and there was general support for the transition plan. The challenges faced by African States were acknowledged. The delegates were reminded that ACIP has been extended to cover the next triennium and that additional support is being provided to the ESAF and WACAF ICAO Regional Offices. Additional training for Regional Safety Officers is also planned through a workshop that will take place at the end of October and additional staff has been approved by the Secretary General in the area of flight safety to take up positions in the AFI Regional Offices.

29.9 In view of the discussion, the Commission submits, for adoption by the Plenary, the following resolution:

Resolution 29/1: The Universal Safety Oversight Audit Programme (USOAP) continuous monitoring approach

Whereas the primary objective of the Organization 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 Contracting States, both collectively and individually, it also depends on the active collaboration of ICAO, Contracting 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 USOAP;

Whereas the High-level Safety Conference (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;

Recalling that the 32nd Session of the Assembly resolved that a Universal Safety Oversight Audit Programme (USOAP) be established, comprising regular, mandatory, systematic and harmonized safety oversight audits to be carried out by ICAO;

Whereas the implementation of the 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 contracting 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 the USOAP, phasing in all of its activities into the Regular Programme budget;

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

Recognizing that it is essential that the USOAP continue 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 Programme 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 conducted by international and regional organizations, including those organizations that have agreements with ICAO such as the European Aviation Safety Agency (EASA), International Air Transport Association (IATA) and European Organisation for the Safety of Air Navigation (EUROCONTROL);

Recognizing that transparency and the sharing of safety information is one of 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.

The Assembly:

1. *Expresses* its appreciation to the Secretary General on the successful implementation of the USOAP Comprehensive System Approach;

2. *Directs* the Secretary General, from 1 January 2011, to evolve the USOAP to a continuous monitoring approach (CMA), which will incorporate the analysis of safety risk factors and be applied on a universal basis in order to assess States’ oversight capabilities;

3. *Directs* the Secretary General to ensure that the CMA continues to maintain as core elements the key safety provisions contained in Annex 1 — *Personnel Licensing*; Annex 6 — *Operation of Aircraft*; Annex 8 — *Airworthiness of Aircraft*; Annex 11 — *Air Traffic Services*; Annex 13 — *Aircraft Accident and Incident Investigation*; and Annex 14 — *Aerodromes*;

4. *Directs* the Secretary General to continue to ensure the maintenance of the quality assurance mechanism established to monitor and assess Programme quality, and the transparency of all aspects of the continuous monitoring process;

5. *Directs* the Council to develop criteria for the sharing of SSCs with interested stakeholders and 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;

6. *Directs* the Secretary General to make all safety oversight-related information generated by the CMA available to all Contracting States through the ICAO restricted website;

7. *Directs* the Secretary General to continue to foster coordination and cooperation between USOAP and audit programmes of other organizations related to aviation safety; for the sharing of 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;

8. *Directs* the Secretary General to continue to enhance the Flight Safety Information Exchange (FSIX), for the purpose of facilitating the sharing of safety-critical information among Contracting States, industry and other stakeholders, as appropriate;

9. *Calls* on all Contracting States 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 implement the Programme;

10. *Urges* all Contracting 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 implementation of the USOAP-CMA;

11. *Urges* all Contracting States to cooperate with ICAO and as much as practicable to accept continuous monitoring activities scheduled by the Organization, including audits and validation missions, in order to facilitate the smooth functioning of the USOAP-CMA;

12. *Urges* all Contracting States to share with other Contracting 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;

13. *Encourages* Contracting 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;

14. *Reminds* Contracting 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;

15. *Directs* that the Council report to the next ordinary session of the Assembly on the overall implementation of the USOAP-CMA; and

16. *Declares* that Resolutions A35-6: *Transition to a comprehensive systems approach for audits in the ICAO Universal Safety Oversight Audit Programme (USOAP)*; and A36-4: *Application of a continuous monitoring approach for the ICAO Universal Safety Oversight Audit Programme (USOAP) beyond 2010*, as well as articles one to six of A36-2: *Unified strategy to resolve safety-related deficiencies* have been superseded by this resolution.

Agenda Item 30: Runway safety

30.1 The Commission reviewed A37-WP/68, presented by Council, on the issue of runway safety. The paper provided statistics on runway safety-related events and highlighted that these consistently constituted the largest accident category reported to ICAO through the Accident and Incident Data Reporting (ADREP) system. The paper underscored that the trend data for both runway excursion and incursion incidents indicate that there has been no substantial global improvement in the past fourteen years and that runway safety remains a serious safety issue.

30.2 The paper outlined the ICAO Runway Safety Programme which offers a comprehensive, multidisciplinary and holistic approach in the prevention and mitigation of runway excursion, incursion and other occurrences related to runway safety. A global runway safety symposium is planned by ICAO, in collaboration with international partners and stakeholders, for 2011.

30.3 Information papers were provided by Canada (A37-WP/139, Revision No. 1) and the Airports Council International (ACI) (A37-WP/313).

30.4 In view of the discussion, the Commission submits, for adoption by the Plenary, the following resolution:

Resolution 30/1: Runway safety

Whereas runway accidents constitute a large portion of all accidents and have resulted in a great number of fatalities;

Whereas runway excursions are the highest single occurrence category of all accidents over the last ten years for all commercial and general aviation operations of fixed-wing aircraft above 5 700 kg certified maximum take-off mass; and

Whereas there are several areas of technological development underway in the aviation industry that show great promise in the prevention and mitigation of runway accidents and serious incidents;

The Assembly:

1. *Urges* States to take measures to enhance runway safety, including the establishment of runway safety programmes using a multidisciplinary approach, that include at least regulators, aircraft operators, air navigation services providers, aerodrome operators and aircraft manufacturers to prevent and mitigate the effects of runway excursions, runway incursions and other occurrences related to runway safety;
2. *Resolves* that ICAO shall actively pursue runway safety using a multidisciplinary approach; and
3. *Invites* States to monitor runway safety events and related precursors as part of the safety data collection and processing system established under their State Safety Programmes.

Associated Practices

1. The runway safety programmes should be based on inter-organizational safety management including the creation of local runway safety teams that address prevention and mitigation of runway excursions, runway incursions and other occurrences related to runway safety.
2. The Council should further develop provisions to assist States in establishing runway safety programmes.
3. States should be encouraged to participate in global and regional seminars and workshops to exchange safety information and best practices on runway safety.

30.5 The Commission reviewed A37-WP/82, presented by Belgium, on behalf of the European Union (EU) and its Member States, and by the other States Members of the European Civil Aviation Conference (ECAC), and by EUROCONTROL, which emphasized the need for ICAO to lead an effective and global response to safety risks to civil aviation arising from runway incursion and excursion events. States should communicate to ICAO, for wide dissemination, all safety recommendations of global interest as a result of runway-related accidents and serious incidents, as part of their State Safety Programmes (SSP), as well as the USOAP continuous monitoring approach (CMA).

30.6 The paper warmly welcomed and supported the ICAO initiative to develop a *Procedures for Air Navigation Services (PANS) – Aerodromes* and requested ICAO to consider extending the scope of Appendix P to Resolution A36-13 to cover aerodrome operations, giving priority to runway safety issues. The paper also stressed the need for ICAO to ensure mutual consistency among the Annexes regarding runway safety matters, notably with regard to the semantics used for contaminated runways, and to ensure coordinated development of requirements, including from an inter-organizational perspective, for runway safety technologies in order to ensure a globally consistent service to aerodrome users, interoperability and to avoid duplication of effort.

30.7 The Commission noted that, stemming from the Accident Investigation and Prevention (AIG) Divisional Meeting in 2008 (AIG/08), ICAO had been working on a definition for “Safety Recommendations of Global Concern” that would eventually be made available to the public on the ICAO Flight Safety Information Exchange (FSIX) website.

30.8 With regard to the need to ensure a coordinated development of requirements for runway safety technologies, giving due regard for a globally consistent service to aerodrome users, interoperability and avoiding duplication of efforts, ICAO would be embarking on a new task on the reduction of runway incursions with technological solutions.

30.9 With regard to the proposal to extend the scope of Appendix P of Resolution A36-13, the Commission agreed to submit, for adoption by the Plenary and consolidation with other resolutions under Agenda Item 44, the amended Resolution A36-13, Appendix P, as presented in A37-WP/366.

30.10 A37-WP/191, presented by Belgium, on behalf of the EU and its Member States, and by the other States Members of ECAC, and by EUROCONTROL, stressed the importance of recognizing foreign object debris (FOD) as a potential source of safety and economic risk in airport operations. The paper called for a globally agreed definition and taxonomy for FOD as the basis for improved safety management and its integration into airport safety management systems. In this regard, the paper called upon ICAO to take the lead, in concert with Member States and interested organizations, drawing on the work undertaken in Europe.

30.11 The Commission noted that ICAO was in the process of undertaking a task of developing guidance material for FOD detection systems. In this context, the Commission agreed that ICAO consider the additional request in A37-WP/191 as part of its ongoing work. If this involved financial implications, the Commission requested the Council to make a final decision as part of its regular review of the Business Plan.

30.12 The Commission noted the request in A37-WP/156, presented by the Republic of Korea, which encouraged ICAO to consider the inclusion of the “rapid exit taxiway indicator markings” to

Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations* for global implementation. The Commission agreed that this be referred to the Council for further study, taking into account the financial implications.

30.13 In A37-WP/162, presented by Colombia, the Commission noted the need for States to reduce the operational costs and improve the availability of rescue and fire fighting services at aerodromes, without endangering safety, by introducing effective fire-fighting technologies, adopting best practices and methodologies and applying technological developments in the rescue services sector. In order to assist States in this regard, A37-WP/162 called upon ICAO to update the guidance in *Airport Services Manual*, Part 1 — *Rescue and Fire Fighting* (Doc 9137). The Commission agreed that this be referred to the Council, taking into account the financial implications.

Agenda Item 31: Comprehensive Regional Implementation Plan for Aviation Safety in Africa

31.1 The Commission reviewed working paper A37-WP/41, presented by the Council, which contained information on the implementation of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan). The paper provided progress made on the basis of the AFI Comprehensive Implementation Programme (ACIP) focus areas developed to implement the plan, and recommended the continuation of ACIP activities under the work programme of the Regional Offices. The paper also contained information on the support in kind that was made available directly to ACIP by the African States. Further, the Commission reviewed the resolution proposed to supersede Resolution A36-1 on the agenda item.

31.2 The Commission expressed its satisfaction with the efforts underway, agreeing that the activities initiated by ACIP should continue within the work programme of the Regional Offices until the objectives of the AFI Plan are fully realized.

31.3 The Secretary introduced A37-WP/30, presented by the Council, which provided information on the implementation of the Special Africa-Indian Ocean Regional Air Navigation (SP AFI/08 RAN) Meeting recommendations. Reviewing the progress made, the Commission noted the ongoing efforts by States, the Secretariat and the AFI Planning and Implementation Regional Group (APIRG) and recommended that the Assembly: direct the Secretariat to analyze, in coordination with States, the Action Plan and determine the resources required by States for its implementation; request the Council to identify funding sources for the States for the implementation of the Action Plan; and encourage stakeholders to support States in the implementation of the SP AFI/08 RAN Meeting Recommendations. The proposals made in A37-WP/221, presented by South Africa, are aligned with the recommendations of this Special AFI RAN Meeting; however, some of the proposals have financial implications and, as such, will be reviewed by the Council as part of its ongoing and regular review of the Business Plan.

31.4 The Commission reviewed working paper A37-WP/182, presented by the East African Community (EAC), which provided information on projects and programmes carried out under the ACIP. The Commission agreed to recommend that the Assembly: take note of the EAC regional priority projects and programmes approved by the Council for implementation with the support of ACIP; request Contracting States, partners or donors to support the EAC priority programmes and projects in financial, technical or other areas for their conclusive implementation; and support the continuation of ACIP activities within the work programme of the Regional Offices in Africa.

31.5 The Commission reviewed working paper A37-WP/194, presented by the People's Republic of China, focusing on SP AFI/08 RAN Meeting Recommendation 5/8 – Training strategies for aviation safety in Africa and the second Pan-African Training Coordination Conference held in Cairo, Egypt (22-24 June 2010) to follow up on the AFI RAN Recommendation. Reviewing the information and proposals presented, the Commission agreed that action being taken by ICAO, AFCAC and other partners to address the AFI RAN recommendation on training should continue unhindered as part of the ACIP activities that will continue within the regional office work programme and that the recommendations of the second Pan-African Training Conference should be implemented in close coordination and cooperation with all interested parties. The Commission expressed its satisfaction with the action of the African Aviation Training Experts Working Group (TEWG), established by AFCAC and ACIP, to take action on Recommendation 5/8 of the SP AFI RAN Meeting and encouraged the TEWG to continue its work in implementing the recommendations of the second Pan-African Training Coordination Conference.

31.6 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary, the following resolution:

Resolution 31/1: Comprehensive Regional Implementation Plan for Aviation Safety in Africa

Whereas ICAO continues to play its leadership role to reduce serious deficiencies in the Africa-Indian Ocean (AFI) Region which are detrimental to the functioning and further development of international civil aviation;

Noting that actions taken by ICAO under the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (the AFI Plan) have begun to demonstrate positive progress in enhancing aviation safety in the continent;

Recognizing that success in fully achieving the objectives of the AFI Plan mainly depends on the efforts made by the African States themselves;

Recognizing that many Contracting States in the AFI Region, despite the efforts they make, would, in the immediate future, require continued technical and/or financial support from ICAO and other stakeholders to comply with the requirements of the Chicago Convention and its Annexes;

Recognizing that many African States cannot, on their own, support an effective and sustainable national safety oversight system and therefore have to be urged and supported to establish regional safety oversight organizations;

Recalling Recommendation 4/5 of the Special Africa-Indian Ocean Regional Air Navigation Meeting (SP AFI/08 RAN) on the establishment of regional accident investigation agencies alongside the development and establishment of regional safety oversight organizations, thus enabling States to meet their international obligations in the area of accident investigation by collaborating and sharing resources;

Noting that ICAO, under its AFI Comprehensive Implementation Programme (ACIP), has begun to support many African States to establish a Regional Safety Oversight Organizations and Regional Accident Investigation Agencies;

Noting the recommendations of the ICAO and AFCAC joint meeting on enhancement of aviation safety in Africa held in N'djamena, Chad on 13 May 2010;

Noting that regional organizations initiated or established in the AFI Region will continue to require ICAO support for the near future and until they are solidly established and self-supporting;

Recognizing the benefit of continuing to coordinate, under the ICAO umbrella, activities of all stakeholders providing assistance to States in the AFI Region;

Recognizing that ICAO will require additional resources to successfully carry out the support it provides to States in the AFI Region; and

Noting that strong Regional Offices would be a positive catalyst for the enhancement of aviation safety in the AFI Region;

The Assembly:

1. *Welcomes* the considerable effort made by African States and regional organizations to enhance aviation safety;

2. *Declares* that the implementation of ACIP programme activities will continue within the work programme of the African Regional Offices;

3. *Urges* the Secretary General to ensure that the African Regional Offices are provided with the required personnel and financial resources to ensure the effective continuation of the work programme initiated by ACIP;

4. *Urges* Contracting States of the AFI Region to commit to and accelerate the establishment of regional safety oversight organizations and regional accident investigation agencies, where required, and strengthen cooperation across the region in order to make the optimum use of available resources;

5. *Instructs* the Council to notify States, industry and donors of the priority projects arising from the gap analysis;

6. *Urges* States, industry and donors to implement priority projects identified by the gap analysis, performed in accordance with the Global Aviation Safety Plan (GASP);

7. *Urges* States, industry and donors to make contributions in cash and kind towards the implementation of the AFI Plan and *instructs* the Council to recognize all such contributions;

8. *Urges* African States, ICAO and AFCAC to jointly address deficiencies identified through the safety oversight audits and implement the recommendations made by the ICAO/AFCAC joint meeting on aviation safety in Africa;

9. *Instructs* the Council to monitor the implementation of the recommendations of the joint ICAO/AFCAC meeting on aviation safety in Africa;

10. *Instructs* the Council to ensure a stronger ICAO leadership role in coordinating activities, initiatives and implementation strategies aimed specifically at implementing priority projects to achieve

sustainable improvement of flight safety in the AFI Region and to allocate resources to the relevant Regional Offices accordingly;

11. *Instructs* the Council to monitor and measure the status of implementation in the AFI Region throughout the triennium and to report to the next ordinary session of the Assembly on the progress made; and

12. *Declares* that this resolution supersedes Resolution A36-1.

Agenda Item 32: Regional Safety Oversight Organizations (RSOOs)

32.1 The Commission reviewed A37-WP/10, presented by the Council, which highlighted the activities undertaken by the ICAO Implementation Support and Development (ISD) Programme since the 36th Session of the Assembly. These included: assistance to States and regional safety oversight systems and actions in support of the Audit Result Review Board (ARRB) process; the ICAO-endorsed Government Safety Inspector (GSI) training programme; and the sharing and exchange of aviation safety information. The report also highlighted the coordination of assistance efforts by ICAO, the United States Department of Transportation and Federal Aviation Administration, the European Aviation Safety Agency (EASA), the European Union and the World Bank.

32.2 A37-WP/10 also proposed an Assembly resolution to supersede Resolutions A36-2: *Unified strategy to resolve safety-related deficiencies* and A36-3: *Implementation Support and Development (ISD) Programme – Safety*.

32.3 In A37-WP/166, presented by the African Civil Aviation Commission (AFCAC) on behalf of the fifty-three African States, the importance of establishing RSOOs in the African and Indian Ocean (AFI) Region to help States discharge their safety oversight obligations was stressed. AFCAC fully supported ICAO's efforts to foster the development and sustainability of RSOOs and requested that ICAO continue to work closely with AFCAC toward the improvement of aviation safety in the AFI Region. AFCAC encouraged African States to invest in and support RSOOs.

32.4 In A37-WP/169, the East African Community (EAC) Civil Aviation Safety and Security Oversight Agency (CASSOA) provided a brief on their achievements during the period of 2007 through 2010 that, inter alia, included collaboration between Member States and with the ICAO Eastern and Southern African (ESAF) Regional Office towards strengthening the safety oversight capabilities in the region. The Agency also presented its *Five Year Strategic and Organization Development Plans* that provide for its systematic development. CASSOA invited the Assembly to request ICAO to work with stakeholders to ensure that the support provided is relevant and within the plan(s) of the States and subregional and regional oversight organizations.

32.5 In A37-WP/221, the Commission considered the paper presented by South Africa, which highlighted the regional initiatives of *The Upgrade of Aeronautical Meteorological Services in SADC to satisfy ICAO Requirements*, a project of the Meteorological Association of Southern Africa (MASA) to enhance the safety of air navigation. The paper called for the Commission to support these initiatives and, in particular, the MASA Project. It was proposed that the Assembly request States to cooperate in the formation of RSOOs for the provision of aeronautical meteorological and other aviation-related services and that ICAO establish mechanisms to promote resource mobilization efforts of struggling regions and build partnerships with development agencies.

32.6 With reference to A37-WP/308, paragraphs 3.3 and 3.3.1, the Secretary made a statement indicating that ICAO strictly follows the United Nations policy on Cyprus and fully recognizes the sovereignty of the Republic of Cyprus.

32.7 The Commission fully supported the work of the ISD-Safety Programme, particularly in respect to activities for fostering the development and sustainability of RSOOs and the standardization of the training of government safety inspectors, and urged ICAO to continue its efforts to support RSOOs.

32.8 Information papers were provided by Azerbaijan, the Republic of Moldova, Turkey and Ukraine (A37-WP/291); Turkey (A37-WP/308); and L'Union Economique et Monetaire Ouest Africaine (UEMOA) (A37-WP/259).

32.9 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary, the following resolution:

Resolution 32/1: Regional cooperation and assistance to resolve safety-related 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 Contracting States both collectively and individually;

Whereas in accordance with Article 37 of the *Convention on International Civil Aviation* each Contracting 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 Contracting States to build a civil aviation safety system based on mutual trust and recognition, requiring that all Contracting States implement the SARPs as far as practicable and adequately perform safety oversight;

Whereas the results of the Universal Safety Oversight Audit Programme (USOAP) indicate that several Contracting States have not yet been able to establish a satisfactory national safety oversight system;

Whereas ICAO plays a leadership role in facilitating the implementation of SARPs and the rectification of safety-related deficiencies;

Whereas the High-level Safety Conference (2010) recommended that States should support ICAO in efforts to foster the development and sustainability of regional safety oversight organizations and should participate and actively support regional safety oversight organizations whenever possible;

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 Contracting States in carrying out their responsibilities pertaining to the *Convention on International Civil Aviation* and ICAO strategic objectives, inter alia by promoting regional cooperation through close partnerships with regional organizations and regional civil aviation bodies;

Recognizing that not all Contracting States have the requisite human, technical and financial resources to adequately perform safety oversight;

Recognizing that the establishment of subregional and regional aviation safety and safety oversight bodies, including regional safety oversight organizations, has great potential to assist States in complying with their obligations under the Chicago Convention through economies of scale and harmonization on a larger scale; and

Recognizing that the assistance available to Contracting States experiencing difficulties in correcting deficiencies identified through the safety oversight audits would be greatly enhanced by coordination amongst all Contracting States, ICAO and other concerned parties in civil aviation operations;

The Assembly:

1. *Directs* the Council to promote the concept of regional cooperation for the purpose of enhancing safety and safety oversight, including the establishment of regional safety oversight organizations;
2. *Directs* the Council to continue to partner with Contracting States, industry and other stakeholders for coordinating and facilitating the provision of financial and technical assistance to States and subregional and regional safety and safety oversight bodies, including regional safety oversight organizations, in order to enhance safety and strengthen safety oversight capabilities;
3. *Directs* the Council to continue the analysis of relevant safety-critical information for determining effective means of providing assistance to States and subregional and regional safety and safety oversight bodies, including regional safety oversight organizations;
4. *Directs* the Council to continue implementing an Implementation Support and Development – Safety (ISD-Safety) Programme to provide assistance to States and subregional and regional safety and safety oversight bodies, including regional safety oversight organizations;
5. *Urges* Contracting States to develop and further strengthen regional and sub-regional cooperation in order to promote the highest degree of aviation safety;
6. *Encourages* Contracting States to foster the creation of regional or sub-regional partnerships to collaborate in the development of solutions to common problems to build State safety oversight capability, and to participate in, or provide tangible support for, the strengthening and furtherance of subregional and regional aviation safety and safety oversight bodies, including regional safety oversight organizations;

7. *Encourages* Contracting States to establish partnerships with other States, industry, air navigation service providers, financial institutions and other stakeholders to strengthen safety oversight capabilities, in order to better discharge State responsibilities and foster a safer international civil aviation system;

8. *Requests* the Council to report to the next ordinary session of the Assembly on the overall implementation of the Programme; and

9. *Declares* that this resolution supersedes Resolutions A36-2 and A36-3.

Agenda Item 33: Halon replacement

33.1 The Commission reviewed A37-WP/67, presented by the Council, containing a progress report on the development of alternatives to halogenated hydrocarbon (halon) for use in civil aviation aircraft fire protection systems. The paper included a proposed Assembly resolution, to supersede Resolution A36-12 — *Halon replacement*, on continuing progress towards development of viable halon replacements in civil aviation fire extinguishing systems. The resolution featured progressive timeframes mandating halon replacement in civil aircraft lavatory, hand-held fire extinguishers and engine and auxiliary power unit (APU) fire extinguishing systems. The importance of further development of suitable halon replacement agents for the cargo compartment fire extinguishing suppression system was emphasized and States were encouraged to advise users of recycled halon to ensure that the halon in their possession conformed to a recognized international or State performance standard. Finally, the resolution invited States to inform ICAO of their halon reserves so that a report may be presented at the next ordinary session of the Assembly.

33.2 During the discussions, strong support was voiced for strict adherence to the timeframes specified in the draft Assembly resolution. In addition, the Commission called on States to inform ICAO regularly of their halon reserves.

33.3 An information paper (A37-WP/197) was provided by the International Coordinating Council of Aerospace Industries Associations (ICCAIA).

33.4 In view of the discussion, the Commission submits, for adoption by the Plenary, the following resolution:

Resolution 33/1: Halon replacement

Whereas halons contribute to climate change and are no longer being produced by international agreement because they are ozone-depleting chemicals, and have been used as fire-extinguishing agents in commercial transport aircraft for 45 years;

Recognizing that more needs to be done because the available halon supplies are dwindling 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 production and import/export of halon is prohibited by international agreement, thus halon is mainly available by recycling existing supplies. Thus recycling of halon gas needs to be rigorously controlled to prevent the possibility of contaminated halon being supplied to the aviation industry;

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; and

Recognizing that while halon alternatives for lavatories are available, and that progress has been made in the development of halon alternatives in hand-held fire extinguishers, more work is needed in the development of halon alternatives for cargo compartment and engine/auxiliary power unit fire extinguishing systems, and that regular reviews are necessary to evaluate and understand the implication of potential halon alternatives on the industry and the environment.

The Assembly:

1. *Agrees* with the urgency of the need to continue developing and implementing halon alternatives for civil aviation;

2. *Urges* States to intensify development of acceptable halon alternatives for fire extinguishing systems in cargo compartments and engine/auxiliary power units, and to continue work towards improving halon alternatives for hand-held fire extinguishers;

3. *Directs* the Council to establish a mandate for the replacement of halon:

- in lavatory fire extinguishing systems used in aircraft produced after a specified date in the 2011 timeframe;
- in hand-held fire extinguishers used in aircraft produced after a specified date in the 2016 timeframe; and
- in engine and auxiliary power unit fire extinguishing systems used in aircraft for which application for type certification will be submitted after a specified date in the 2014 timeframe;

4. *Directs* the Council to conduct regular reviews of the status of potential halon alternatives to support the agreed upon implementation dates given the evolving situation regarding the suitability of potential halon alternative agents as they continue to be identified, tested, certified and implemented;

5. *Urges* States to advise their aircraft manufacturers, approved maintenance organizations, air operators, chemical suppliers, and fire-extinguishing companies to verify the quality of halon in their possession or provided by suppliers through effective testing or certification to an international or State recognized quality standard. States are also urged to require that the quality systems of air operators, approved maintenance organizations, and manufacturers provide a means for requesting from halon suppliers certification documentation attesting to the quality of halon to an established and recognized international standard;

6. *Encourages* ICAO to continue collaboration with the International Aircraft Systems Fire Protection Working Group and the United Nations Environment Programme's (UNEP) Ozone Secretariat through its Technology and Economic Assessment Panel's Halons Technical Options Committee on the topic of halon alternatives for civil aviation;

7. *Urges* States to inform ICAO regularly of their halon reserves and directs the Secretary General to report the results to the Council. Further, the Council is directed to report on the status of halon reserves at the next ordinary session of the Assembly;

8. *Resolves* that the Council shall report to the next ordinary session of the Assembly on progress made developing halon alternatives for cargo compartments and engine/auxiliary power unit fire extinguishing systems as well as the status of halon alternatives for hand-held fire extinguishers; and

9. *Declares* that this resolution supersedes Resolution A36-12.

Agenda Item 34: Proficiency in the English language used for radiotelephony communications

34.1 The Commission reviewed A37-WP/63, presented by the Council, on the implementation of the language proficiency requirements. The paper put forward a draft resolution to supersede Resolution A36-11: *Proficiency in the English language used for radiotelephony communications* be superseded.

34.2 The Commission considered A37-WP/178 which was presented by the People's Republic of China. While the paper recognized that the language proficiency requirements are safety critical, it highlighted that States where English is not a first language were experiencing many implementation challenges. The proposal by China called for the draft Assembly Resolution in A37-WP/63 to include a flexible approach for those States not fully compliant with the language proficiency requirements by 5 March 2011.

34.3 The Commission also considered A37-WP/288 presented by Nepal. Given limited resources, the paper called for mutual assistance among States to achieve implementation of the language provisions.

34.4 The Commission recognized that data gathered thus far indicates that significant progress has been achieved and that a majority of States expect to be compliant with the language provisions by 5 March 2011. It was also noted that language proficiency requirements have progressively become applicable since March 2003 and that sustained efforts are underway to implement the language proficiency requirements are being pursued.

34.5 Information papers were provided by Cuba (A37-WP/126), India (A37-WP/90), the Russian Federation (A37-WP/201) and by ASECNA (A37-WP/127).

34.6 In view of the discussion, the Commission submits, for adoption by the Plenary, the following resolution:

Resolution 34/1: Proficiency in the English language used for radiotelephony communications

Whereas to prevent accidents, ICAO introduced language provisions to ensure that air traffic personnel and pilots are proficient in conducting and comprehending radiotelephony communications in the English language, including requirements that the English language shall be available on request at all stations on the ground serving designated airports and routes used by international air services;

Recognizing that the language provisions reinforce the requirement to use ICAO standardized phraseology in all situations for which it has been specified;

Recognizing that Contracting States have made substantial efforts to comply with the language proficiency requirements;

Recognizing that some Contracting States encounter considerable difficulties in implementing the language proficiency requirements including the establishment of language training and testing capabilities;

Recognizing that some Contracting States required additional time to implement the language proficiency provisions beyond the applicability date;

Whereas in accordance with Article 38 of the Convention any Contracting State which finds it impracticable to comply in all respects with any international standard or procedure is obliged to give immediate notification to ICAO;

Whereas in accordance with Article 39 b) of the Convention any person holding a licence not satisfying in full the conditions laid down in the international standard relating to the class of licence or certificate held, shall have endorsed on or attached to the licence all the particulars in which this person does not satisfy such conditions; and

Whereas pursuant to Article 40 of the Convention no personnel having certificates or licences so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered.

The Assembly:

1. *Urges* the Contracting States to use ICAO standardized phraseology in all situations for which it has been specified;

2. *Directs* the Council to continue to support Contracting States in their implementation of the language proficiency requirements;

3. *Urges* Contracting States to assist each other in their implementation of the language proficiency requirements;

4. *Urges* Contracting States that have not complied with the language proficiency requirement by the applicability date to post their language proficiency implementation plans including their interim measures to mitigate risk, as required, for pilots, air traffic controllers and aeronautical station operators

involved in international operations on the ICAO website as outlined in accordance with the associated practices below and ICAO guidance material;

5. *Urges* Contracting States to waive the permission requirement under Article 40 of the Convention, in the airspace under their jurisdiction for pilots who do not yet meet the ICAO language proficiency requirements, for a period not exceeding three years after the applicability date of 5 March 2008, provided that the States which issued or rendered valid the licences have made their implementation plans available to all other Contracting States and have notified ICAO of the differences pertaining to language provisions;

6. *Urges* Contracting States not to restrict their operators, conducting commercial or general aviation operations, from entering the airspace under the jurisdiction or responsibility of other States where air traffic controllers or radio station operators do not yet meet the language proficiency requirements for a period not exceeding three years after the applicability date of 5 March 2008, provided that those States have made their implementation plans available to all other Contracting States and have notified ICAO of the differences pertaining to language provisions;

7. *Urges* Contracting States not yet fully compliant on 5 March 2011 to continue to provide ICAO with regularly updated implementation plans including progress achieved in meeting their timelines for full compliance;

8. *Urges* Contracting States after 5 March 2011 to take a flexible approach towards States that do not yet meet the Language Proficiency Requirements, yet are making progress as evidenced in their implementation plans. Decisions concerning operations should be made on a non-discriminatory basis and not be made for the purpose of gaining economic advantage.

9. *Directs* the Council to monitor the status of implementation of the language proficiency requirements and take necessary actions to advance safety and maintain the regularity of international civil aviation; and

10. *Requests* the Council to submit to the next ordinary session of the Assembly a report regarding the implementation of the ICAO language proficiency requirements; and

11. *Declares* that this resolution supersedes Resolution A36-11.

Associated practices

Contracting States that did not meet the Language Proficiency Requirements by 5 March 2008 should:

1. Develop implementation plans for the language proficiency requirements that include the following:
 - a) a timeline for adoption of the language proficiency requirements in their national regulations;
 - b) a timeline for establishment of language training and assessment capabilities;

- c) a description of a risk-based prioritization system for the interim measures to be put in place until full compliance with the language proficiency requirements is achieved;
- d) timelines, with identifiable milestones, for full implementation of the language proficiency requirements;
- e) a procedure for endorsing licences to indicate the holders' language proficiency level; and
- f) designation of a national focal point in relation to the English language proficiency implementation plan;

2. Make their language proficiency implementation plans available to all other Contracting States by posting their plans on the ICAO website and update them on a regular basis until full implementation has been achieved;

3. Notify ICAO of differences to the language proficiency Standards and Recommended Practices; and

4. Publish differences to the language proficiency requirements in relation to the provision of air navigation services in their Aeronautical Information Publications.

Agenda Item 35: The Global Air Traffic Management (ATM) system

35.1 The Commission considered A37-WP/11, presented by the Council, which described the efforts made by the Organization toward implementation of a performance-based global air navigation system. This included development of guidance material to support the implementation of a global air navigation system; development of a global performance framework including workshops covering all ICAO regions; and the ongoing work to develop the new concept related to flight and flow information.

35.2 The need to continue efforts aimed at ensuring interoperability, harmonization and uniformity was stressed.

35.3 The Commission considered A37-WP/14, presented by the Council, which proposed that ICAO develop and maintain a global communications, navigation, and surveillance (CNS) technology roadmap, to provide guidance to all stakeholders in making their investment decisions for CNS equipment. Among the various rationales given were the existence of much confusion as to the operational benefits achievable from the wide selection of avionics products available and more importantly, the absence of a single roadmap which addresses the needs of all stakeholders.

35.4 The Commission reviewed A37-WP/85, presented by Belgium, on behalf of the EU and its Member States, and by the other States Members of ECAC, and by EUROCONTROL, which recommended the adoption of an agenda for planning major activities for the medium and long terms, based on close cooperation with the regions, international organizations, industry and with programmes like NextGen, SESAR and others. More detailed planning could be derived from this agenda. The paper stressed the need for ICAO to initiate work on a common information reference model intended to specify information requirements in different domains. It was stressed that attention should be given to aeronautical information management, including improved linkage of meteorology and air traffic management (ATM), and especially the progression to System Wide Information Management (SWIM).

ICAO was urged to continue its work on development of a performance-based approach for the future ATM system. Similar attention should also be given to civil/military cooperation and the development of flexible use of airspace. The Commission was informed that ICAO would require assistance in these areas.

35.5 A37-WP/153, presented by Brazil, described some operational improvements implemented in the Brazilian airspace which followed the Global Plan Initiatives (GPIs) and addressed several expectations of the ATM community, such as increasing capacity, predictability, cost effectiveness and reduced impact of operations on the environment, among others.

35.6 The paper requested actions from ICAO towards harmonization at a global level, including that a tool to measure environment benefits accrued from operational improvements be the first step and other key performance areas would follow in the future.

35.7 The Commission recognized the need to have a harmonized way to measure and report the benefits of operational improvements on different key performance areas, including but not limited to the environment. It noted that the ICAO Secretariat was already working on such a tool.

35.8 A37-WP/84, presented by Colombia, outlined plans to implement an augmentation system for Global Positioning System (GPS) navigation. The object of the exercise was the improvement of safety and efficiency in a cost-effective manner at low-traffic airports as part of a bicentennial initiative by the Colombian Space Commission. The working paper also acknowledged that the growth and development of air transport were uneven and that such initiatives indicated that Contracting States were committed to implementing CNS/ATM technologies in order to meet ICAO's Strategic Objectives.

35.9 A37-WP/165, presented by Saudi Arabia, highlighted that a lack of knowledge and direct experience with future navigation systems was delaying implementation by States. Specifically, it called for ICAO to implement a mechanism for the collection of information on the experiences of States in the implementation and operation of CNS/ATM systems. Information such as defects, anomalies and solutions to obstacles and difficulties was seen as especially beneficial. The collected information should be made available to all States in order to adequately inform them before embarking on CNS/ATM investment or implementation activity.

35.10 The Civil Air Navigation Services Organization (CANSO) presented A37-WP/294, which described CANSO's Global Vision on the Future of Air Navigation Services and identified areas of change needed within the regulatory and operational domains in order to achieve a global ATM system. The working paper also expressed the view that it was time for the Global Air Navigation Plan (GANP) and its Global Plan Initiatives (GPIs) to be reviewed to ensure that they were aligned with the realities on the ground and recognize the institutional hurdles to implementation. It proposed that the GANP be revised to include a process to prioritize actions and address roadblocks to implementation.

35.11 The Commission noted that the ICAO Secretariat had already been tasked with updating the GANP and GPIs as requested by A37-WP/294 prior to the Twelfth Air Navigation Conference (2012) (AN-Conf/12).

35.12 A37-WP/203, presented by Venezuela, proposed harmonization of minimum en-route altitudes (MEAs) on regional area navigation (RNAV) routes in order to extend their vertical limits beyond those defined for reduced vertical separation minimum (RVSM) operations.

35.13 The Commission noted that the matter raised in A37-WP/203 was, from the ICAO perspective, for regional coordination and should be dealt with at the regional level by the planning and implementation regional groups (PIRG).

35.14 A37-WP/134 was presented on behalf of the twenty two Member States of the Latin American Civil Aviation Commission (LACAC). This paper raised a number of issues related to the implementation of ICAO Standards and Recommended Practices (SARPs). Key points were that: a) more time should be given to implement complex SARPs; b) additional funding was needed to allow the translation of a greater number of ICAO documents in a timely manner; and c) the need to improve the processing and presentation of ICAO documents and update these with wide-reaching functional and performance requirements. The actions in these key points also refer to Agenda Items 36 and 39.

35.15 This paper also contained a resolution calling for an amendment to Assembly Resolution 44/1 which was dealt with under Agenda Item 44 (A37-WP/366 refers).

35.16 Colombia supported A37-WP/134, reminding ICAO to act on Resolution 3.3 a) of the High-level Safety Conference (2010) and make all documents available in all languages. They also stated that ICAO Headquarters should preside over issues where there were differences between adjacent regions and that a greater level of coordination between ICAO Regional Offices was warranted.

35.17 Nicaragua voiced support for A37-WP/134 citing the fact that the implementation of the continuous monitoring approach (CMA) needed significant time and resources. Other comments included a call for more funding for workshops and a reminder that Resolution 3.3 a) of the High-level Safety Conference (2010) called for ICAO documents to be available in all languages. On the subject of the CMA, it was explained that training activity was already funded and that on-line training would be available by January 2011.

35.18 With respect to the proposals that had financial implications, the meeting noted that these would be subject to Council review of the Business Plan and in accordance with other priorities.

Agenda Item 36: NextGen and SESAR as part of the Global ATM system

36.1 The Commission considered A37-WP/13, presented by the Council, which provided an overview of activities since the last Assembly and provided some statistics on the progress of performance-based navigation (PBN) planning on both the regional and State levels. While all ICAO regions have submitted regional plans, about two-thirds of the States have submitted their implementation plans. ICAO started a mechanism for measuring implementation worldwide. The database of that mechanism indicated a steady but slow increase of PBN implementation. The slow increase can be attributed to the complexity of PBN and the time required for States to gain proper understanding of the implementation issues and to the lack of resources within ICAO.

36.2 The Commission noted that not all aircraft can be readily equipped for approach procedures with vertical guidance (APV) but could fly the same track with lateral guidance only. The paper therefore proposed an amendment to Resolution A36-23 to include a requirement for a lateral navigation (LNAV) minimum line on each APV procedure. A37-WP/148, presented by Australia, addressed the same matter but requested a further amendment to the resolution to include the need for LNAV-only procedures as well when particular operational circumstances cannot be met, which was agreed to.

36.3 Working paper A37-WP/13 indicated that the proposed runway-aligned LNAV procedures resulted in a safety improvement of the order of twenty-five times while the additional vertical guidance enhanced this a further eight times. Consequently, this initial safety benefit justified an intermediate step to be included in the resolution.

36.4 IFALPA and Venezuela supported the proposed amendment, provided that this amendment should not give the impression that the implementation of LNAV-only procedures justified deferring the final implementation of APV.

36.5 In view of the discussion, the Commission submits, for adoption by the Plenary, the following resolution:

Resolution 36/1: Performance-based navigation global goals

Whereas a primary objective of ICAO is that of ensuring the safe and efficient performance of the global air navigation system;

Whereas the improvement of the performance of the air navigation system on a harmonized, worldwide basis requires the active collaboration of all stakeholders;

Whereas the Eleventh Air Navigation Conference recommended that ICAO, as a matter of urgency, address and progress the issues associated with the introduction of area navigation (RNAV) and required navigation performance (RNP);

Whereas the Eleventh Air Navigation Conference recommended that ICAO develop RNAV procedures supported by global navigation satellite system (GNSS) for fixed wing aircraft, providing high track and velocity-keeping accuracy to maintain separation through curves and enable flexible approach line-ups;

Whereas the Eleventh Air Navigation Conference recommended that ICAO develop RNAV procedures supported by GNSS for both fixed and rotary wing aircraft, enabling lower operating minima in obstacle-rich or otherwise constrained environments;

Whereas Resolution A33-16 requested the Council to develop a programme to encourage States to implement approach procedures with vertical guidance (APV) utilizing such inputs as GNSS or distance measuring equipment (DME)/DME, in accordance with ICAO provisions;

Recognizing that not all airports have the infrastructure to support APV operations and not all aircraft are currently capable of APV;

Recognizing that many States already have the requisite infrastructure and aircraft capable of performing straight-in approaches with lateral guidance (LNAV approaches) based on the RNP specifications and that straight in approaches provide demonstrated and significant safety enhancements over circling approaches;

Recognizing that the Global Aviation Safety Plan has identified Global Safety Initiatives (GSIs) to concentrate on developing a safety strategy for the future that includes the effective use of technology to enhance safety, consistent adoption of industry best practices, alignment of global industry safety strategies and consistent regulatory oversight;

Recognizing that the Global Air Navigation Plan has identified Global Plan Initiatives (GPIs) to concentrate on the incorporation of advanced aircraft navigation capabilities into the air navigation system infrastructure, the optimization of the terminal control area through improved design and management techniques, the optimization of the terminal control area through implementation of RNP and RNAV SIDs and STARs and the optimization of terminal control area to provide for more fuel efficient aircraft operations through FMS-based arrival procedures;

Recognizing that the continuing development of diverging navigation specifications would result in safety and efficiency impacts and penalties to States and industry;

Noting with satisfaction that planning and implementation regional groups (PIRGs) have completed regional PBN implementation plans; and

Recognizing that not all States have developed a PBN implementation plan by the target date of 2009;

The Assembly:

1. *Urges* all States to implement RNAV and RNP air traffic services (ATS) routes and approach procedures in accordance with the ICAO PBN concept laid down in the *Performance-based Navigation (PBN) Manual* (Doc 9613);

2. *Resolves* that:

a) States complete a PBN implementation plan as a matter of urgency to achieve:

- 1) implementation of RNAV and RNP operations (where required) for en route and terminal areas according to established timelines and intermediate milestones; and
- 2) implementation of approach procedures with vertical guidance (APV) (Baro-VNAV and/or augmented GNSS), including LNAV only minima, for all instrument runway ends, either as the primary approach or as a back-up for precision approaches by 2016 with intermediate milestones as follows: 30 per cent by 2010, 70 per cent by 2014; and
- 3) implementation of straight-in LNAV only procedures, as an exception to 2) above, for instrument runways at aerodromes where there is no local altimeter setting available and where there are no aircraft suitably equipped for APV operations with a maximum certificated take-off mass of 5 700 kg or more;

b) ICAO develop a coordinated action plan to assist States in the implementation of PBN and to ensure development and/or maintenance of globally harmonized SARPs, Procedures for Air Navigation Services (PANS) and guidance material including a global harmonized safety assessment methodology to keep pace with operational demands;

3. *Urges* that States include in their PBN implementation plan provisions for implementation of approach procedures with vertical guidance (APV) to all runway end serving aircraft with a maximum certificated take-off mass of 5 700 kg or more, according to established timelines and intermediate milestones;

4. *Instructs* the Council to provide a progress report on PBN implementation to the next ordinary session of the Assembly, as necessary;

5. *Requests* the Planning and Implementation Regional Groups (PIRGs) to include in their work programme the review of status of implementation of PBN by States according to the defined implementation plans and report annually to ICAO any deficiencies that may occur; and

6. *Declares* that this resolution supersedes Resolution A36-23.

36.6 The Commission considered paper A37-WP/15, presented by the Council, which explained the process used by ICAO to anticipate and commence the Standards development work for NextGen/SESAR. A new approach was necessary in order for ICAO to develop the necessary Standards in a timely manner and that this approach be applied to all future ATM Modernisation Plans. The Commission agreed that details of this approach should be included in the Global Air Navigation Plan (GANP), in order for them to be followed by States.

36.7 The Commission submits, for adoption by the Plenary, the following resolution:

Resolution 36/2: ICAO global planning for sustainability

Whereas the enhancement of the efficiency of aviation operations is a key element of the ICAO Strategic Objectives;

Having adopted Resolution A35-15, a 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; and

Noting the acceptance of 30 November 2006 by the Council of the new version of the Global Air Navigation Plan (GANP); and

Recognizing that many States are developing new generation plans for their own air navigation modernization.

The Assembly:

1. *Instructs* the Council to amend the GANP to include a framework that will allow ICAO to easily analyze the impact of States' air navigation modernization plans on the global system and then take appropriate action as needed to ensure global harmonization;

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;

3. *Urges* Contracting States, industry and financing institutions to provide the necessary support for coordinated implementation of the GANP, avoiding duplication of effort;

4. *Urges* States that are developing new generation plans for their own air navigation modernization to share their plans in a timely manner with ICAO to ensure global compatibility and harmonization;

5. *Instructs* the Council to ensure that the GANP is continuously maintained up to date in light of further operational and technical developments, in close collaboration with States and other stakeholders; and

6. *Instructs* the Council to organize a Twelfth Air Navigation Conference in 2012, to develop longer-term planning for ICAO based on an update of the GANP.

36.8 The Commission considered A37-WP/179 that described China's progress and plans in GNSS development and PBN implementation. It also called on ICAO to include Annex 10 — *Aeronautical Telecommunications* provisions for the Chinese GNSS System known as BeiDou (COMPASS) in order to ensure a harmonized, safe, cost-effective and smooth transition in the future.

36.9 The Commission noted the proposals in A37-WP/179 and agreed to refer them to the Council for incorporating in the triennium work programme as SAFE funding become available.

36.10 The Commission noted that as we move forward with a performance-based approach to SARPs development, Annex 10 may still need to be amended for reasons of harmonization and interoperability and, consequently, such interoperability Standards will be brought to the attention of ICAO in the normal manner. On this basis, the Chairperson concluded discussion on the working paper.

36.11 The Commission reviewed A37-WP/184, also presented by China, which provided information on the BeiDou (COMPASS) GNSS system, outlining its history and proposed enhancement and development, the fourth largest satellite system in existence. The Commission noted China's development of the COMPASS system and recognized that, where necessary, suitable material would be included in ICAO documentation to assure interoperability within the global GNSS system.

36.12 The Commission reviewed A37-WP/202, presented by the Russian Federation, which highlighted the large number of ATM modernization programmes that were currently underway or in the late planning stages, and could without oversight put global interoperability at risk. ICAO was urged to take measures to coordinate the research and development supporting the various ATM programmes in order to detect differences in the early stages.

36.13 The paper also called upon ICAO to establish a special body to coordinate States' ATM modernization activities, specifically to address common problems and to forge agreement between States.

36.14 The Commission noted that the move by ICAO to performance-based Standards addressed many of the points raised by the paper and activities such as the Standards Roundtable process and the planned update of the Global Air Navigation Plan (GANP) would deal with the call for a special body to coordinate States' ATM modernization programmes.

36.15 A view was expressed that both inter- and intra-regional cooperation was especially important.

Agenda Item 37: Development of an up-to-date consolidated statement of continuing ICAO policies and practices related to a global ATM system and communications, navigation and surveillance/air traffic management (CNS/ATM) systems

37.1 The Commission reviewed working paper A37-WP/29, presented by the Council, in accordance with Resolution A15-9, which requires that the Assembly adopt, at each regular session for which a Technical Commission is established, a consolidated statement of continuing ICAO policies and practices related to CNS/ATM systems.

37.2 The Commission noted that the Council, taking into account the recommendations of the Air Navigation Commission, had determined that no amendments were called for with respect to A35-15.

37.3 The Commission reviewed A37-WP/258 by the Russian Federation which requested, among other things, that the Council initiate research into possible scenarios and adjacent applications for deployment of automatic dependent surveillance – broadcast (ADS-B), paying special attention the safety of flight, also considering the various alternative links that may be used, including 1090 extended squitter (ES), VDL-4 and others. IATA expressed the view that 1090 ES should be the preferred link for global interoperability and harmonization (ADS-B in and out).

37.4 The Commission recalled that ICAO was developing a communication, navigation, surveillance (CNS) roadmap which would describe options for implementation of all CNS technologies based on operational requirements (A37-WP/14 refers). On this basis, it was agreed that the proposals in the paper would be referred to the Council for further referral and incorporation into the CNS technologies roadmap framework for assessment and further work.

37.5 The Civil Air Navigation Services Organization (CANSO) presented A37-WP/14 which highlighted the institutional challenges in realizing the vision of an integrated, harmonized and globally interoperable air navigation system and urged States to ensure that strong political leadership and commitment are applied toward resolving such challenges.

37.6 Belgium, speaking on behalf of the European Union (EU) and its Member States, the other States Members of the European Civil Aviation Conference (ECAC), and EUROCONTROL, proposed the following new resolving clause in Resolution A35-15, which was accepted by the Commission:

The Assembly:

“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.”

37.7 Information papers were provided by the Republic of Korea (A37-WP/218) and the Russian Federation (A37-WP/264, A37-WP/265).

Agenda Item 38: Civil/military cooperation

38.1 The Commission considered A37-WP/12, presented by the Council, which contained information on the outcome of the Global Air Traffic Management Forum on Civil/Military Cooperation held in Montréal from 19 to 21 October 2009.

38.2 The Commission reviewed A37-WP/85, presented by Belgium, on behalf of the EU and its Member States, and by the other States Members of ECAC, and by EUROCONTROL, which requested that ICAO develop guidance material in civil/military coordination and cooperation and encourage States to implement flexible use of airspace.

38.3 The Commission noted that ICAO had developed guidance material on civil/military cooperation in air traffic management, available on the ICAO-NET, and that it was planning to conduct a campaign of five regional workshops addressing civil/military cooperation in the next triennium with the support of civil/military partners.

38.4 The Commission expressed its support for the flexible use of airspace, making specific reference to the importance of a balanced and equitable access to the airspace by civil and military users. Support was also expressed for ICAO's efforts to raise the awareness of States in relation to the benefits of civil/military coordination and cooperation.

38.5 The Commission also recognized that ICAO and its civil/military partners can only do so much to achieve success in civil/military cooperation. It was up to States' administrations, working closely with air navigation service providers and military authorities, to establish political will, develop institutional arrangements, bring civil and military authorities together at the national or regional levels, set performance objectives, develop practical and operational measures and finally implement the necessary changes to make this happen.

38.6 Information papers were provided by Cuba (A37-WP/128) and South Africa (A37-WP/208).

38.7 Under Agenda Item 44, the Commission agreed to an amendment to Resolution A36-13, Appendix O, concerning civil/military cooperation, as referenced in A37-WP/398.

Agenda Item 39: Transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM)

39.1 The Commission considered A37-WP/46, presented by the Council, on the evolution towards aeronautical information management (AIM). The paper reaffirmed the need for the continuing and evolving transition from the traditional product-centred provision of aeronautical information to a data-centred and systems-oriented information management approach, which had been identified as a fundamental component and key enabler of a future air traffic management (ATM) system. The paper outlined progress made by ICAO in the transition towards AIM by addressing the recommendations resulting from the 2006 Global Aeronautical Information Services (AIS) Congress and through Annex provisions and guidance material that are designed to progress the global framework required for the implementation of AIM.

39.2 A37-WP/94, presented by Belgium, on behalf of the EU and its Member States, and by the other States Members of ECAC, and by EUROCONTROL, highlighted the progress being made towards the strategic evolution and implementation of AIM and welcomed the leading role of ICAO. The paper proposed focused actions on the development of an improved global AIS/MET interface, the adoption of digital NOTAM, determination of the suitability of certain data quality regulations for global use, extension of the scope of Annex 15 — *Aeronautical Information Services* to the entire chain of AIM, production of certain ICAO documents in electronic form, and preparation of a MET/AIM Divisional Meeting.

39.3 Colombia presented A37-WP/159, which discussed a series of strategic actions identified as important to initiate and guide the transition from AIS to AIM within the context of the Global Air Navigation Plan (GANP). The paper requested the support of ICAO and particularly its regional offices to help States in the transition to AIM. The meeting noted that the strategic plan called for in A37-WP/59 was consistent with the ICAO Roadmap for Transition from AIS to AIM.

39.4 The Commission reviewed two papers presented by the Republic of Korea. A37-WP/157 concerned electronic terrain and obstacle data and emphasized the importance of the development of ICAO guidance material to assist States and provide global harmonization in implementation. A37-WP/220 described the AIM implementation plan that the Republic of Korea had developed which incorporated action items for the seamless transition from AIS to AIM in accordance with the ICAO Roadmap. The paper concluded that ICAO should develop enhanced templates for the described action items.

39.5 In A37-WP/121, the United States described its progress towards AIM envisioned by Next Generation Air Transportation System (NextGen) which supported the ICAO Roadmap for the Transition from AIS to AIM. The leading role of ICAO and related resource challenges were noted. The paper proposed encouragement of the global adoption of the digital NOTAM, the update of provisions in Annex 15 SARPs in time for the MET/AIM Divisional Meeting planned for 2004, and the early publication of the aims, objectives and content for the meeting.

39.6 In presenting A37-WP/119, Venezuela expressed its view that States should advance through the AIM transition at the same speed to ensure interoperability. The paper made recommendations for the successful and appropriate implementation of phase two of the ICAO Roadmap for the Transition from AIS to AIM and stated that ICAO should continue to help States by further defining the AIM system through more guidance.

39.7 The Commission supported a leading role for ICAO in providing the strategic direction, Standards and Recommended Practices (SARPs), and implementation support required to transition to AIM as a foundation for the development of a globally harmonized and interoperable ATM system. It recognized the progress made in the transition to AIM and the contributions by States but also noted the resource challenges faced by the Organization in facilitating change. It also recognized that ICAO's AIS to AIM work programme and the Roadmap for the Transition from AIS to AIM were very much in line with future work activities proposed in the papers presented. It also acknowledged the need for a MET/AIM Divisional Meeting in 2014 and a thorough preparation for that event. In addition, the need for up-to-date guidance material to support the transition was emphasized and ICAO was encouraged to increase the frequency of AIS-AIMSG meetings.

39.8 The Commission noted that *Location Indicators* (Doc 7910) and *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services* (Doc 8585) are now available in electronic format and that ICAO will be launching improved electronic versions of this data in 2012, in time for the proposed Twelfth Air Navigation Conference (AN-Conf/12).

39.9 Information papers were provided by India (A37-WP/96), Saudi Arabia (A37-WP/161) and ASECNA (A37-WP/158).

Agenda Item 40: Electronic Safety Tools

40.1 The Commission reviewed A37-WP/71, presented by the Council, on the strategies and efforts to improve access to safety data. The Secretary highlighted that the safety tools were being developed primarily for States taking into account their needs and perspectives.

40.2 A37-WP/236, presented by the Republic of Korea, highlighted efforts by the State in the development of safety tools. The Secretary thanked the Republic of Korea for both its past and ongoing support to ICAO in the development of safety tools.

40.3 The Commission supported A37-WP/71 and stressed the need for: adherence by ICAO to published timelines; the use of a common taxonomy; initial and ongoing training; the avoidance of duplication of efforts; implementation of quality assurance on the collected data; ensuring the security of data; and qualitative as well as quantitative data. It was emphasized that ICAO, in implementing the strategies outlined in A37-WP/71, should take note of tools being developed by States and keep all States involved in the process.

Agenda Item 41: Support of the ICAO policy on radio frequency spectrum matters

41.1 The Commission reviewed A37-WP/35, presented by the Council, introducing and examining the strategy for establishing and promoting the ICAO Position for future International Telecommunication Union (ITU) World Radiocommunication Conferences (WRCs). The paper noted Resolution A36-25 and highlighted the continued requirement for increased attention by aviation to the ITU WRC process in order to balance the increased pressure for spectrum access by non-aviation users. The working paper also highlighted the requirement for an associated and requirements-driven long-term communications, navigation, and surveillance (CNS) strategy to introduce more spectrum efficient systems within the aviation bands.

41.2 The Commission reviewed A37-WP/132, presented by Canada, introducing the requirement to globally coordinate the allocation of radio spectrum in order to facilitate the transmission of flight data from aircraft in support of accident investigation. The paper requested that the Assembly consider the concept of such flight data transmissions from aircraft, and to recognize the overall safety benefits this would provide to the aviation industry. The Commission recalled that this issue was discussed under Agenda Item 25 under safety initiatives arising from recent accidents. The Commission noted the financial implications of such and that the Council would address this as part of its review of that agenda item.

41.3 The Commission agreed that study work is necessary within an appropriate technical panel to identify and develop the functional requirements for the transmission of flight data from aircraft in support of accident investigation transmission. These requirements could in turn be used to identify suitable spectrum.

41.4 The Commission considered A37-WP/154, presented by Canada, highlighting the changing trends by some States considering implementation of Administrative Incentive Pricing (AIP) the potential impact to aviation resulting from increased spectrum licensing costs, the need for aviation to develop a long term spectrum strategy in the context of future AIP implementation, and the need for enhanced participation by States experts to support the work of ICAO. The paper highlighted the need for continued and strong support of Resolution A36-25.

41.5 The Commission considered A37-WP/192 presented by Belgium, on behalf of the EU and its Member States, and by the other States Members of ECAC, and by EUROCONTROL. The paper addressed the need for a cohesive strategic approach to spectrum planning of aeronautical systems that support critical safety and operational requirements as well as a roadmap for the transition from the current situation to the future system.

41.6 The paper proposed to task ICAO with the identification of global CNS concepts and systems that will be required to support global aircraft operations and with the associated determination of a related spectrum strategy, including a roadmap for the transition from the current situation to the future system. The paper recommended that a timeframe should be established within which technology transitions should take place and redundant systems removed and that an agenda item should be included on the Twelfth Air Navigation Conference (2012) (AN-Conf/12) with a view to reporting on these activities.

41.7 The Commission noted that with respect to the recommendation of A37-WP/192, work on identification of global CNS concepts is already included in the current radio frequency spectrum strategy and NextGen/SESAR work programme but that it could positively benefit from a stronger linkage to a long term global CNS implementation plan. The Commission asked the Assembly to request that a report on this work be given to the Twelfth Air Navigation Conference proposed for 2010, and that the work be finalized in time for the World Radiocommunication Conference (WRC) 2015. AN-Conf/12 should develop a roadmap for CNS equipage transitions, look at the removal of unjustified redundant systems and demonstrate that new systems are spectrally efficient, all in support of the spectrum strategy.

41.8 The Commission reviewed A37-WP/263, presented by the Russian Federation, outlining the preparation by the Russian Federation for the 2012 World Radiocommunication Conference (WRC-12) and proposing that ICAO should clarify its position regarding WRC-2012 Agenda Item 1.25 as regards protecting 13.25-13.4 GHz frequency band, allocated to the aeronautical radio navigation service (ARNS).

41.9 The Commission noted that ICAO had already identified potential issues with frequency sharing with the Mobile Satellite Service within this band as currently discussed in the WRC 2012 preparatory process and that ICAO would be submitting a paper to this effect to the WRC 2012 conference preparatory meeting (CPM) which will be held in February 2011. Depending on the outcome of the CPM, the ICAO Position on all agenda items for WRC-12 will be updated/clarified as necessary.

41.10 An information paper was provided by China (A37-WP/189).

Agenda Item 42: Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA)

42.1 The Commission considered A37-WP/58, presented by the Council, on the Cooperative Arrangement for the Prevention of Spread of Communicable disease through Air Travel (CAPSCA) project, concerning improved management of communicable disease in the aviation sector through multi-sector collaboration.

42.2 The Commission was informed that the outbreaks of Severe Acute Respiratory Syndrome (SARS), avian influenza and, in 2009, the Influenza A (H1N1) pandemic highlighted the need for coordinated action by the global community to help prevent and manage the risk of spread, through air travel, of communicable disease of serious public health concern. Experience of the Secretariat in

evaluating public health preparedness plans at international airports in many States has underscored the need for further action to improve preparedness planning in the aviation sector.

42.3 The Commission noted that ICAO has worked in close cooperation with other international organizations and associations, especially the World Health Organization (WHO), the International Air Transport Association (IATA) and Airports Council International (ACI), to develop guidelines and amend relevant Annex provisions.

42.4 Support was voiced for the CAPSCA project and for Resolution 42/1. The involvement of a wide variety of partners with ICAO was particularly appreciated and the merit of establishing the project in all regions, including Europe (currently the only region where the project is not operating) was noted.

42.5 An information paper (A37-WP/314, Revision No. 1) was provided by ACI.

42.6 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary, the following resolution:

Resolution 42/1: Prevention of spread of communicable disease through air travel

Whereas Article 14 of the Convention on International Civil Aviation states that ‘Each contracting State agrees to take effective measures to prevent the spread by means of air navigation of cholera, typhus (epidemic), smallpox, yellow fever, plague, and such other communicable diseases as the contracting States shall from time to time decide to designate, and to that end contracting States will keep in close consultation with the agencies concerned with international regulations relating to sanitary measures applicable to aircraft’;

Whereas Article 14(1) of the World Health Organization International Health Regulations (2005) states that ‘WHO shall cooperate and coordinate its activities, as appropriate, with other competent intergovernmental organizations or international bodies in the implementation of these Regulations, including through the conclusion of agreements and other similar arrangements’;

Whereas ICAO Resolution A35-12 states that ‘the protection of the health of passengers and crews on international flights is an integral element of safe air travel and that conditions should be in place to ensure its preservation in a timely and cost-effective manner’;

Whereas Article 44 of the Convention on International Civil Aviation states that ‘The aims and objectives of the Organization are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport so as to ...[m]eet the needs of the peoples of the world for safe, regular, efficient and economical air transport’;

Whereas Annex 6 – *Operation of Aircraft*, Annex 9 – *Facilitation*, Annex 11 – *Air Traffic Services*, Annex 14 – *Aerodromes, Volume I — Aerodrome Design and Operations* to the Convention on International Civil Aviation and the *Procedures for Air Navigation Service – Air Traffic Management* (Doc 4444) contain several Standards and Recommended Practices and Procedures relating to health measures that should be taken by Contracting States to manage public health emergencies of international concern and to prevent the spread of communicable disease by air travel; and

Whereas the ICAO Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA) project is an appropriate measure to improve and harmonize preparedness plans;

The Assembly:

1. *Urges* Contracting States and regional safety oversight organizations to ensure that the public health sector and the aviation sector collaborate to develop a national preparedness plan for aviation which addresses public health emergencies of international concern and which is integrated with the general national preparedness plan;

2. *Urges* Contracting States to develop a national preparedness plan for aviation that is in compliance with the World Health Organization International Health Regulations (2005) and which are based on scientific principles and on the guidelines from ICAO and the World Health Organization;

3. *Urges* Contracting States, and regional safety oversight organizations as appropriate, to establish requirements for the involvement of stakeholders such as airport operators, aircraft operators and air navigation service providers in the development of a national preparedness plan for aviation; and

4. *Urges* Contracting States to join and participate in the Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA) project, where available, to ensure that its goals are achieved, unless equivalent measures are already in place.

Agenda Item 43: Non-chemical disinsection of the aircraft cabin and flight deck for international flights

43.1 The Commission considered A37-WP/59, presented by the Council, concerning the prevention of spread of communicable disease through non-chemical methods and also a paper presented by the United States (A36-WP/79) concerning progress in non-chemical approaches to aircraft disinsection.

43.2 The Commission was informed that methods of aircraft disinsection are recommended by the World Health Organization (WHO) in order to reduce the risk of spread of vector-borne disease from one country to another and that, at present, such methods involve the use of chemical insecticides.

43.3 Assembly Resolution A36-24, Non-chemical disinsection of the aircraft cabin and flight deck for international flights, had requested the Council of ICAO to urge WHO to hold a consultation on disinsection of the cabin and flight deck and encourage the exploration of non-chemical approaches to aircraft disinsection. Subsequent to this request, two meetings had been held and the WHO had established two task forces that were addressing the safety and efficiency of disinsection methods.

43.4 Working paper A36-WP/79, by the United States, referred to continuing concern about the safety of pesticides and indicated that non-chemical disinsection methods showed promise as an alternative. They proposed an extension of draft Resolution 43/1 that reflected that view.

43.5 New Zealand attached much importance to aircraft disinsection, and felt that A37-WP/59 did not adequately satisfy its concerns. In particular, New Zealand wished to help protect the bio-security of its territory by means of effective disinsection procedures and, before approving non-chemical methods of disinsection, would need to be satisfied that non-chemical methods were at least as effective as chemical methods.

43.6 The concern of New Zealand was supported by another island State which felt it was unlikely that a medical emergency could result from exposure to chemical disinsectant products (as suggested in A36-WP/79), citing the WHO's view in its support. The State did not feel it accurate to describe non-chemical methods of disinsection as 'efficacious' as was indicated in both working papers. However, it may be able to support non-chemical methods when they had been properly reviewed and tested. It could not support trials of non-chemical disinsection methods.

43.7 Support was voiced for optimization of a balance between chemical and non-chemical disinsection methods, and it was pointed out that non-chemical methods were eco-friendly and would likely have fewer adverse effects on humans.

43.8 Since there were similarities between the resolutions proposed in the two working papers considered under this agenda item, it was agreed that they would be consolidated and presented to the Commission for approval.

43.9 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary, the following resolution:

Resolution 43/1: Non-chemical disinsection of the aircraft cabin and flight deck for international flights

Whereas ICAO Assemblies have demonstrated a concern for the quality of life and the environment in which human beings work and live, including matters related to engine emissions, the ozone layer, aircraft noise, smoking and invasive alien species;

Whereas the 35th Session of the Assembly declared that "the protection of the health of passengers and crews on international flights is an integral element of safe air travel and that conditions should be in place to ensure its preservation in a timely and cost-effective manner";

Whereas the 2005 revisions to the International Health Regulations, which strengthen public health security in travel and transportation and minimize public health risk, expanded the definition of disinsection to include the control as well as the killing of insect vectors;

Whereas concern has been expressed that the current practice by some States of requiring the use of insecticides to disinsect aircraft can result in discomfort and adverse health effects to aircraft crews and passengers, which may potentially result in a medical emergency;

Whereas there are conflicting reports concerning the efficacy of insecticides used for disinsection and the effectiveness of existing insecticide-based disinsection protocols;

Whereas recent outbreaks of vector borne diseases highlight the need to control the transportation of insect vectors by air; and

Whereas some recently conducted research has shown non-chemical methods of disinsection to be efficacious in preventing mosquitoes and other flying insects from entering an aircraft;

The Assembly:

1. *Requests* that the Council urge the World Health Organization to continue to explore methods of disinsection of the cabin and flight deck in which:

- a) information on advances of both chemical and non-chemical disinsection is reviewed;
- b) the efficacy and safety of non-chemical disinsection are compared with the efficacy and safety of pesticide based disinsection; and
- c) recommendations are made on acceptable disinsection practices;

2. *Requests* the Council to encourage the exploration of non-chemical approaches to aircraft disinsection of the cabin and flight deck;

3. *Encourages* Contracting States to allow the evaluation of non-chemical aircraft disinsection technology on flights over their territories, without prejudice to existing disinsection requirements;

4. *Encourages* Contracting States, in collaboration with the World Health Organization, to develop and adopt performance based criteria for disinsection requirements;

5. Urges Contracting States to ensure that aircraft operators are made aware of requirements for aircraft disinsection. Information provided should include whether or not the State requires disinsection, for which routes, and which methods of disinsection are acceptable;

6. *Requests* the Council to report on the implementation of this Resolution at the next ordinary session of the Assembly; and

7. *Declares* that this Resolution supersedes Resolution A36-24.

Agenda Item 44: Development of an up-to-date consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation

44.1 The Commission reviewed working paper A37-WP/29, presented by the Council, in accordance with Resolution A15-9, which requires that the Assembly adopt, at each regular session for which a Technical Commission is established, a consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation. The Commission agreed to the changes proposed to appendices A, O, P and U in A37-WP/29.

44.2 The Latin American Civil Aviation Commission (LACAC) presented A37-WP/134 which pointed out the difficulties of State regulatory authorities in processing and implementing frequent amendments to Standards and Recommended Practices (SARPS) and Procedures for Air Navigation Services (PANS) and stressed that such amendments should not be made more than once per year. On this basis, it was proposed, and the Commission agreed, that A36-13, Appendix A (Formulation of Standards

and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS)), Resolving Clause 8, be amended and Clause 4 of the Associated practices be deleted.

44.3 Belgium, speaking on behalf of the EU and its Member States, the other States Members of ECAC, and EUROCONTROL, proposed an amendment to Appendix U (Cooperation among Contracting States in investigations of certain aircraft accidents) so as to incorporate the concept of regional safety oversight organizations.

44.4 Also agreed was a proposal put forward by the United States to amend Appendix O, Preambular clause 3 and Resolving Clauses 1, 3 and 5. In addition, in response to an intervention by Colombia regarding Resolving Clause 4, a change was proposed by Barbados and also a suggestion by the Secretary, both of which were agreed by the Commission.

44.5 The Commission noted that the statement of continuing ICAO policies and associated practices related specifically to air navigation was outdated and suggested that ICAO take action urgently to conduct a comprehensive amendment to the statement. This would be referred to the Council and the next regular session of the Assembly would be presented with such an amendment.

Resolution 44/1: 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 36th Session of the Assembly was adopted by the Assembly in Resolution A36-13*, Appendices A to W inclusive;

Whereas the Assembly has reviewed proposals by the Council for the amendment of the statement of continuing policies and associated practices in Resolution A36-13, Appendices A to W inclusive, and has amended the statement to reflect the decisions taken during the 37th Session; and

Whereas the statement of continuing policies in Resolution A36-13 is hereby superseded;

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 the Organization as they exist at the close of the 37th 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; and

* The full text of Resolution A36-13 and its appendices appears on pages II-2 to II-24 of Assembly Resolutions in Force (as of 28 September 2007) (Doc 9902).

2. *Declares* that this resolution supersedes Resolution A36-13 with its Appendices A to W inclusive.

Appendix A

Formulation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS)

...

7. The applicability dates of amendments to SARPs and PANS shall be so established as to allow the Contracting States sufficient time for their implementation;

8. No Annex or PANS document shall be amended more frequently than once per calendar year.

Associated practices

1. The Council should ensure that provisions of SARPs and PANS are completely consistent with each other. Furthermore, the Council should endeavour to improve the processing, presentation and usefulness of ICAO documents containing SARPs, PANS and other related provisions, especially for complex systems and their associated applications. To that end, the Council should promote the development and upkeep of broad system-level, functional and performance requirements. The Council should continue seeking the most appropriate means of development, translation, processing and dissemination of technical specifications.

2. Contracting States should comment fully and in detail on the proposals for amendment of SARPs and PANS or at least should express their agreement or disagreement on their substance. They should be allowed at least three months for this purpose. Furthermore, Contracting States should receive at least 30 days of notification of the intended approval or adoption of detailed material on which they are not consulted.

3. Contracting States should be allowed a full three months for notifying disapproval of adopted SARPs amendments; in establishing a date for notifying disapproval the Council should take into account the time needed for transmission of the adopted amendments and for receipt of notifications from States.

...

APPENDIX O

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 “the 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; and

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;

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 Contracting 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 — *Rules of the Air*;
3. The Secretary General shall provide guidance on best practices for civil/military coordination and cooperation;
4. Contracting 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. Contracting 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. 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 P

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; and

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;

The Assembly resolves that:

1. the technical requirements for aerodromes shall be kept under review by the Organization;
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 shall undertake certification of aerodromes;
4. States should ensure that safety management systems are introduced at their aerodromes;
and
5. States should place greater emphasis on the management of aerodrome operations, with runway safety given a high priority.

Associated practices

1. In the 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, should:

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

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APPENDIX U

Cooperation among Contracting States in investigations of certain 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 requires participation by experts from many specialized technical and operational fields and access to specially equipped facilities for investigation;

Whereas many Contracting 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; and

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;

The Assembly resolves to recommend that Contracting States cooperate in the investigation of major aircraft accidents or accidents in which the investigation requires highly specialized experts and facilities and that to this end Contracting States and regional safety oversight organizations, to the extent possible, inter alia:

a) provide, on request by other Contracting States, expert assistance and facilities for the investigation of major aircraft accidents; and

b) afford opportunity to Contracting States seeking investigation experience to attend investigations of major aircraft accidents, in the interest of developing and furthering investigation expertise.

Associated practices

1. Contracting States should be 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. Contracting 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. Contracting States and regional safety oversight organization should be 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 methodology which provides for internationally standardized training.

4. Contracting States should be 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 FSIX website.

Agenda Item 45: Next Generation of Aviation Professionals

45.1 The Commission considered A37-WP/64, presented by the Council, addressing the scope of the next generation of aviation professionals (NGAP) initiatives and the outcomes of the first NGAP Symposium. The Commission expressed its support for the work of the NGAP Task Force and endorsed the need to develop materials for inclusion in the ICAO Standards and Recommended Practices (SARPs) and in guidance material for harmonizing and standardizing training requirements of aviation professionals.

45.2 The Commission considered A37-WP/86, presented by the United States, which emphasized the need for international harmonization of tasks and performance standards for pilots, following a review of global aviation training programmes, the paper proposed that definitions for competency and professionalism were needed, which should also describe the tasks expected from the pilot and should include the associated performance standards for each task.

45.3 The Commission considered A37-WP/110, presented by Belgium, on behalf of the EU and its Member States, and by the other States Members of ECAC, and by EUROCONTROL, discussing the need to adapt current training methods to the new environment given the significant developments of new technologies in aircraft design and manufacturing and in their operational use. The paper also proposed that the Assembly include reference to a requirement for holders of aircraft type-certificates to provide the minimum content of the type-training for pilots and aircraft maintenance certifying staff. Finally, the paper also proposed to further implement competency-based training (CBT) and to develop competency-based schemes for newly emerging safety-related tasks (e.g. Air Traffic Safety Electronic Personnel).

45.4 The Interstate Aviation Committee (IAC) presented A37-WP/111, discussed new policies for training the next generation of aviation professionals. It proposed that national programmes, compliant with international standards and requirements, should be developed and should include new approaches for the certification of schools and training centres.

45.5 The International Council of Aircraft Owner and Pilot Associations (IAOPA) presented A37-WP/138 which proposed the recognition and certification by ICAO of the next generation of light aircraft (NGLA) (less than 600 kg). It was IAOPA's position that the NGLA category would be more economically viable for pilot training and consequently, more attractive for the promotion of aviation professions to the next generation.

45.6 The International Federation of Air Traffic Safety Electronics Associations (IFATSEA) presented A37-WP/160, discussing the need for harmonized training of ATSEP personnel, and proposed the inclusion of Air Traffic Safety Electronic Personnel (ATSEP) into ICAO Annex 1 — *Personnel Licensing*.

45.7 With respect to a requirement for holders of aircraft type-certificates to provide the minimum content of the type-training for pilots and aircraft maintenance certifying staff, concern was expressed that the responsibility for oversight of training programmes belongs to the Civil Aviation Authority and the State of the Operator, as specified in Annex 6 — *Operation of Aircraft*.

45.8 Other comments shared were: in relation to A37-WP/160, that licensing was not the only means of demonstrating ATSEP competencies; that new provisions developed by the NGAP Task Force should not overly impact developing States and that transition measures be considered in the case of new requirements; and that the scope of the NGAP Task Force be expanded in a timely manner to include the development of competencies for aerodrome professionals.

45.9 Some concern was expressed and clarification sought on the concept of accreditation and endorsement mentioned in A37-WP/64, as it could conflict with States' responsibilities for the approval of training. It was also requested that ICAO pay particular attention to emerging concepts, such as the multi-crew pilot licence (MPL) and the IATA Training and Qualifications Initiative (ITQI), prior to global implementation; although efforts on this issue should not lead to degraded training standards to alleviate projected shortages of personnel.

45.10 Given the far-reaching impacts of the various proposals, it was agreed that they would all be referred to the Council for further consideration and that the Council be encouraged to consider these outcomes on an urgent basis. The Commission was advised that the Secretary General had adopted the ICAO Civil Aviation Training Policy. This policy outlined the scope of ICAO endorsement activities.

45.11 Information papers were provided by the Republic of Korea (A37-WP/232) and by Oman and ACAC (A37-WP/336 and A37-WP/337).

Agenda Item 46: Other issues to be considered by the Technical Commission

46.1 The Commission considered A37-WP/131, presented by the Council, on ICAO's leading efforts on global volcanic ash (VA) warnings and avoidance. The paper highlighted the role of ICAO to addressing the threat of volcanic ash cloud to aviation and recognized the importance of the International Airways Volcano Watch Operations Group (IAVWOPSG) overseeing the International Airways Volcano

Watch (IAVW) and singled out, as a major milestone, the designation of nine volcanic ash advisory centres (VAACs) to detect, track and forecast the movement of VA clouds.

46.2 The paper indicated that during the Icelandic eruption in April 2010, experimental thresholds of VA concentrations had been introduced with the agreement of the stakeholders, permitting resumption of operations in some areas contaminated by VA. In order to consider the use of these experimental thresholds, ICAO had established a European/North Atlantic Volcanic Ash Task Force which had formalized the regional use of the experimental thresholds by including them in the Volcanic Ash Contingency Plan – EUR and NAT Regions. In parallel, ICAO had established an International Volcanic Ash Task Force (IVATF) to develop a global safety risk management framework which would make it possible to determine safe levels of VA concentrations for operations in airspace contaminated by VA. The paper emphasized that the approach taken by the EUR/NAT Regions based on the use of ash concentration thresholds was under validation and assessment by the IVATF and that it was premature to speculate whether such an approach could be applied globally within the IAVW.

46.3 A37-WP/199, presented by Belgium, on behalf of the EU and its Member States, by the other States Members of ECAC, and by EUROCONTROL, endorsed the need to review the provisions in Annex 3 — *Meteorological Service for International Air Navigation* in the light of identified improvement to VAAC products; it also called for ICAO to encourage the IVATF to take account of the ongoing work of the manufacturers on ash tolerance levels.

46.4 The paper, based on the experience from the Eyjafjallajokull eruption, supported the integration of relevant meteorological information into systems for flight planning and air traffic flow management, and highlighted the importance for ICAO to consider further the benefits of a coordinated network management approach in the context of the ICAO Global Air Navigation Plan (GANP).

46.5 One delegate mentioned that a mobile radar was being deployed to Iceland to monitor any volcanic eruption and resulting ash cloud until a permanent radar could be installed and wished to thank Italy and Iceland for this installation. Another delegate raised the need for direct relations between the forecast centres and the offices that issue SIGMETs, and the importance for ICAO to establish a more direct link with World Meteorological Organization (WMO) and its work.

46.6 The Commission acknowledged that the issues raised were multidisciplinary and complex, and that considerable efforts were required by all the stakeholders to address these challenges. It was agreed that ICAO should maintain a leading role in continuing the development of the IAVW and in coordinating the efforts to progress VA-related issues being addressed by the IVATF and IAVWOPSG.

46.7 Information papers were also provided by the United States (A37-WP/226) and IATA (A37-WP/231).

46.8 The Commission considered A37-WP/177, presented by the United Arab Emirates, recommending that States should implement subregional search and rescue (SAR) services to strengthen the global SAR system. It also recommended that ICAO support States in their efforts to facilitate and coordinate restructured SAR services along subregional lines through the establishment of a global SAR project with a mandate to educate and encourage States to establish subregional SAR services. While the Commission supported the proposals in principle, the items were not in the currently funded ICAO work programme and would be referred to the Council for further review.

46.9 The Commission considered A37-WP/147, presented by the United States, which urged ICAO to develop a volunteer task force to examine the role of ICAO in emergency preparedness and

response and to assist Member States to develop an emergency preparedness and response training programme. The resolution encouraged ICAO to review relevant material in Annex 11 — *Air Traffic Services* for relevance to other Annexes and for States to work together to develop response plans to ensure timely and well-coordinated actions during times of emergency.

46.10 A37-WP/200, presented by Colombia, considered the role of civil aviation in relation to natural disasters. Its focus, however, was on incorporation of principles of a disaster response plan being placed in the Global Air Navigation Plan (GANP) and the regional navigation plans.

46.11 The Commission voiced support for ICAO maintaining a central role in what was recognized as a core function of the Organization. The Commission also recognized that, while more detailed contingency measures to cope with a wider variety of events would be an ideal solution, it was also stressed that attempting to address every eventuality in contingency plans would be challenging and, more importantly, would require funding that was currently not available. Nevertheless, the Commission agreed that the ICAO Council should review these requirements in the context of funds becoming available and that the contents of the two papers should be brought to the attention of the ICAO planning and implementation regional groups (PIRGs) through the Council.

46.12 The Commission considered A37-WP/130, presented by the Republic of Korea, which discussed the handling of States' comments on the draft Final Report of an aircraft accident investigation after it was circulated to the relevant States for comments as per Annex 13 — *Aircraft Accident and Incident Investigation*, paragraph 6.3. To this end, if the State conducting the investigation receives comments, it shall either amend the draft Final Report to include the substance of the comments, or in the case where there is no agreement, append the comments to the Final Report. The paper suggested that comments of a technical nature and related to safety recommendations, if appended, may be treated as not being important and thus disregarded. The paper called for ICAO to develop new mechanisms aimed at resolving issues due to such cases of no agreement.

46.13 The Commission did not agree with the proposal and instead noted that existing Annex 13 provisions properly address the necessary coordination among States. In the case of safety recommendations, delegates commented that States receiving these carefully considered the impact of implementing such safety recommendations and may deem them impractical to implement. The Commission acknowledged that recently amended provisions in Annex 13 for processing safety recommendations, as amended during the last AIG Divisional Meeting in 2008, were adequate.

46.14 The Commission considered A37-WP/125, presented by the Republic of Korea, which proposed that ICAO should establish requirements for portable electronic devices (PEDs), as well as guidance material for harmonization of the regulations regarding the use of the PEDs. The paper noted a growing concern about the electromagnetic interference generated in aircraft systems by PEDs when used by passengers.

46.15 While the Commission noted that technical specifications for testing criteria had been developed to determine PED immunity of the airframe and avionics, and that the European Aviation Safety Agency (EASA) and some States provided for PED use on certain aircraft, it would be difficult for ICAO to regulate or impose technical standardization on devices brought on-board aircraft. In noting that operational procedures would continue to be the basis for mitigation against improper use, the Commission concluded the discussion in acknowledging that the task was extensive and further determination on funding would have to be addressed to the Council as part of the ongoing review of the Business Plan.

46.16 The Republic of Korea presented A37-WP/219, which described actions taken nationally to address safety issues arising from the large number of unmanned aircraft systems (UAS) operating within their airspace. The working paper drew attention to the fact that there were currently no international standards and agreed practices for UAS flight operations, and that individual States were therefore developing national regulatory frameworks at their discretion. It recommended that ICAO include development of a regulatory framework for UAS in order to support all States facing this new safety issue.

46.17 Several delegates supported the paper, noting that UAS needed a regulatory framework. The Secretary informed the Commission that the Unmanned Aircraft Systems Study Group (UASSG) had been established in 2007 and was developing a regulatory framework; however, this activity was outside the regular programme budget and was unfunded. The group had developed the *Unmanned Aircraft Systems (UAS)* (Circ 328), a final draft of which had been posted on the ICAO-NET, in time for the 37th Session of the Assembly. The Commission noted however, that a circular is not a binding document and that Standards are needed and should be developed as a matter of urgency to support the regulatory framework of States and to support the safe integration of UAS into non-segregated airspace. As significant work was being done by many States, the Commission was encouraged to support ICAO through submission of available material and through voluntary contributions.

46.18 The Commission considered A37-WP/266, presented by the Russian Federation, inviting the Council to study the possibility of using alternative means of reporting the position of aircraft in distress instead of automatic emergency locator transmitters (ELTs) for general aviation and, if necessary, the development of an amendment to Annex 6 — *Operation of Aircraft*. Both International Council of Aircraft Owner and Pilot Associations (IAOPA) and the Interstate Aviation Committee (IAC) expressed their support for this work.

46.19 The Commission noted that ICAO was addressing the means of providing position data of either the aircraft or wreckage via ELTs fitted to deployable flight recorders, or having the position data included in messages from either continuous or triggered transmissions of flight data. The Commission noted that the Experts Working Group of COSPAS-SARSAT was currently tasked with developing the functionality and specifications for new generation ELTs.

46.20 The paper urged ICAO to review ELT carriage requirements in the light of experience of ELT reliability in accidents. The Commission agreed there was a need to review performance of ELTs, and this review should encompass a consideration of any viable alternatives. It was stressed however, that before alternatives are considered, performance-based criteria must be established. Again, this had no specific funding for the coming triennium and the Council would review this as part of its ongoing review of the Business Plan, noting that the Experts Working Group of COSPAS-SARSAT was progressing the issue. The Commission also noted that the Secretary would suggest that IAOPA should be allowed to participate in the work of the Experts Working Group.

46.21 The Commission considered A37-WP/268, also presented by the Russian Federation, requesting the Council to initiate work of ICAO on the development of provisions and guidance material for vortex-related separation minima and that the ICAO Wake Turbulence Study Group (WTSG) should be directed to study the issue of developing guidelines for certifying aircraft. An ICAO database for incidents involving trailing vortex turbulence should also be established.

46.22 The Commission noted that the database proposed, as well as the additional items that were proposed to be added to the WTSG's work programme, were unfunded. It also noted that the WTSG was convening its first meeting in November 2010 and that the Russian Federation had a nominated

member on that group. The Commission agreed that the working paper should be referred to the Council for further dissemination in the knowledge that it may further the existing work of the study group.

46.23 The Commission considered A37-WP/273, presented by the Russian Federation, which called upon ICAO to collect, analyse and disseminate timely information about foreign operator inspection practices around the world with a view to harmonizing requirements on ramp inspection programmes. The paper also recommended that the Council draw up principles to prevent the improper use of information obtained by States from the inspections of foreign aircraft. The Commission also recalled the importance of taking action to safeguard safety where the results of ramp inspections indicate non-compliance with international safety Standards. Support was expressed by several delegates and the work would be referred to the Council.

46.24 In agreeing that the proposal in A37-WP/273 related directly to the code of conduct concerning the sharing of safety information, the Commission recommended that the Council refer this to the working group tasked with the development of the code of conduct for further consideration.

46.25 The Commission reviewed A37-WP/89, presented by Colombia, which proposed the development of global strategic guidance and planning manuals for multi-modal transport traffic management (MTTM) based on the development of GNSS navigation systems and promoting coordination between international bodies, including ICAO and the International Committee on Global Navigation Satellite Systems (ICG) of the United Nations. The Commission noted that the subject had significant merit and while it was outside the scope of ICAO, the Organization would address the aviation aspects of MTTM through its panels and prepare necessary provisions and guidance material. ICAO would also coordinate with relevant international organizations such as ICG, as it does in many other areas.

46.26 The Commission reviewed A37-WP/163, presented by Colombia, which emphasized the need for common operational objectives in the development of mitigating measures, based on safety cases applicable for aerodromes. In this regard, the paper requested ICAO to update guidelines and establish a methodology for uniform application in the evaluation of safety cases, their metrics and their shared use amongst States. The Commission noted the work currently undertaken by ICAO, which was supported by Airports Council International (ACI) in developing the document *Procedures for Air Navigation Services (PANS) – Aerodromes* which will address procedures for aerodrome operational management, including the methodology for conducting aeronautical studies/safety cases and procedures for their evaluation.

46.27 An information paper was also provided by the Interstate Aviation Committee (IAC) (A37-WP/88).

46.28 Colombia presented A36-WP/175, containing a proposal for ICAO to develop guidance material for the creation of portals or other methods of information sharing and for States to allow access to databases with up-to-date information for purposes of confirming the validity of certificates and licenses. Emphasis was placed on the importance of sharing all necessary information to improve safety. The Commission agreed that this would be an important input to be considered by the multidisciplinary task force on the sharing of safety information (Agenda Item 25 refers).

46.29 The Commission supported the expansion of ICAO's information sharing systems in the interest of safety and recalled that ICAO had recently established a new unit dedicated to developing computer-based State safety tools. This unit was presently developing a single system to provide access to databases containing information from State aircraft registries, air operator certificates (AOC) and the operations specifications associated with each AOC. The Commission agreed that given the additional

resources required to expand ICAO's information sharing efforts and the wide range of information needed, prioritization by the Council would be required.

46.30 The Commission reviewed A37-WP/83, presented by the IAC, which proposed the need for the certification of aerodrome and en-route equipment as an effective measure for ensuring compliance with ICAO SARPs. The paper indicated that while Annex 14 — *Aerodromes* contains provisions concerning certification of aerodromes, there were no similar provisions in other Annexes, such Annex 3 — *Meteorological Service for International Air Navigation* and Annex 10 — *Aeronautical Telecommunications*, on certification of aerodrome and en-route equipment. The Commission agreed that the proposal be referred to the Council for consideration in the overall context of tasks to be accomplished.

46.31 An information paper was also provided by India (A37-WP/87).

46.32 The Commission reviewed A37-WP/213, presented by the Libyan Arab Jamahiriya and the Member States of the Arab Civil Aviation Commission (ACAC), concerning the inclusion of medical personnel in the crew of international flights.

46.33 It was noted that although the majority of flight diversions were due to medical causes it was unclear how many diversions could be prevented by having a physician on-board. The Commission was informed that most cases of communicable disease were asymptomatic at the time of travel and that a medical escort should accompany, if necessary, a traveller known to have a medical condition. Despite the apparent increase in the number of elderly and frail passengers in recent years, there was no data to suggest the rate of medical diversions had increased. The proposal was not supported.

46.34 The Commission considered A37-WP/78, presented by the United States, requesting ICAO to undertake a review of SARPs to address the issue of mandatory continuing airworthiness information containing sensitive security information. Of particular concern was sensitive security information regarding design vulnerabilities of aircraft. The paper sought consensus on the protection and proper means of communication of this information from one authority to another.

46.35 The Commission supported the proposal in principle, although concerns were expressed that if the distribution of such mandatory airworthiness requirements were to be limited, it might not be available to all operators and flight crew members that may need the information. Another delegate indicated that all safety aspects need to be taken into account, given the existing complex circulation of continuing airworthiness information. One observer delegate mentioned the need to carefully define what security sensitive information means in order not to hinder the distribution of airworthiness information, to the detriment of safety. The Commission agreed that this topic required further study and that the subject should be referred to the ICAO Council for appropriate tasking.

46.36 The Commission reviewed A37-WP/230, presented by the International Transport Workers' Federation (ITF), concerning the flight safety impact of in-flight exposure to oil fumes. The presentation of the paper suggested that States should be requested to review the literature and to ensure crewmembers were educated about toxic engine bleed air events, including the necessity of reporting such events through the safety management systems of the aircraft operator. Two delegates supported the concepts introduced in the paper.

46.37 Several delegates did not support the paper and its resolution, noting that exposure to oil fumes was one of many hazards and that systems are already in place, mandatory and voluntary, to facilitate the reporting and analysis of flight safety events, including safety management systems.

Additional measures specific to fume events were therefore not required, although continuing research and consideration on the subject was supported.

46.38 The Commission considered A37-WP/135, presented by the Arab Civil Aviation Commission (ACAC), which proposed the lifting of restrictions on the purchase or the use of aircraft and spare parts because of the threat such restrictions impose on aviation safety. The Commission noted that the subject was a complex, delicate and sensitive issue which had a number of implications rather than safety alone. The issue generated strong views on each side, but it was also one which the Commission could not resolve. The Commission also noted that a similar paper (A37-WP/312 (EC/27)) had been presented by Cuba to the Economic Commission. It had been decided that the Chairperson of that Commission would bring that matter, including the views expressed in the Economic Commission and the concerns expressed by Cuba and others over the lack of progress, to the attention of the President of the Council, whose "good offices" had been involved in this issue on previous occasions. The Technical Commission noted this information and agreed to also refer this delicate issue to the attention of the President of the Council.

46.39 In the context of the numerous papers presented to the Technical Commission that proposed work programme items that were currently unfunded, the Secretary emphasized the importance to the Organization of the establishment of the Safety (SAFE) Fund by the ICAO Council (A37-WP/239). This fund had the objective of improving the safety of civil aviation through the use of a performance-based approach to the provision of assistance. The mechanism would limit administrative costs while ensuring that voluntary contributions to the Fund are used in a responsible, useful and timely manner. The Secretary further urged all Contracting States, international organizations and public and private parties associated with international civil aviation to make voluntary contributions to SAFE.

46.40 Information papers were also provided by India (A37-WP/91 and A37-WP/133), the Russian Federation (A37-WP/205) and Venezuela (A37-WP/204).

APPENDIX A

**LIST OF DOCUMENTS AND WORKING PAPER ASSOCIATED
WITH THE WORK OF THE TECHNICAL COMMISSION**

List of documents

Document	Title
Doc 9902,	<i>Assembly Resolutions in Force</i> (as of 28 September 2007)
Doc 9898,	<i>Annual Report of the Council — 2007</i>
Doc 9916,	<i>Annual Report of the Council — 2008</i>
Doc 9921,	<i>Annual Report of the Council — 2009 and Supplement</i>

List of working papers

Item No.	Subject	No.	Working Paper Presented by	Draft text for the report	Report
23	Annual Reports of the Council to the Assembly for 2007, 2008 and 2009			A37-WP/331	A37-WP/392
24	Budgets for 2011, 2012 and 2013	A37-WP/43		A37-WP/331	A37-WP/392
25	Follow-up of the High-level Safety Conference (2010)	A37-WP/60 A37-WP/73 A37-WP/74 A37-WP/81 A37-WP/103 A37-WP/114 A37-WP/122 A37-WP/124 Revision No.1 A37-WP/140 Revision No.1 A37-WP/245 A37-WP/289 A37-WP/313 A37-WP/315	Belgium** United States New Zealand Australia AFCAC AFCAC IAC Australia ACI United States	A37-WP/232 Revision No.1	A37-WP/394 Revision No.1 (F) + Corr. 1 & Corr. 2

Item No.	Subject	No.	Working Paper Presented by	Draft text for the report	Report
26	Safety management and safety data	A37-WP/69		A37-WP/339 + Corr. No. 1	A37-WP/389
		A37-WP/105	India		
		A37-WP/106	India		
		A37-WP/112	IAC		
		A37-WP/113	IAC		
		A37-WP/141	Venezuela		
		A37-WP/142	Venezuela		
		A37-WP/144	Venezuela		
		A37-WP/145	Venezuela		
		A37-WP/146	Venezuela		
		A37-WP/149	ACAC		
		Revision No.1			
		A37-WP/155	Canada, United States		
		A37-WP/173	Indonesia		
		Revision No.1			
		A37-WP/223	Korea, Republic of		
		A37-WP/225	United States		
A37-WP/227	United States				
A37-WP/289	Australia				
A37-WP/295	CANSO				
A37-WP/296	CANSO				
A37-WP/309	ASECNA				
27	The protection of certain accident and incident records	A37-WP/66		A37-WP/338 + Corr. No. 1	A37-WP/388 Revision No.1
		A37-WP/180	IATA		
		A37-WP/289	Australia		
		A37-WP/292	CANSO		
28	ICAO Global Aviation Safety Plan (GASP) and regional Aviation Safety Groups (RASGs)	A37-WP/70		A37-WP/339 + Corr. No. 1	A37-WP/389
		A37-WP/81			
		A37-WP/198	Belgium**		
29	Report on the implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP) under the comprehensive systems approach and Evolution of the ICAO USOAP beyond 2010	A37-WP/36		A37-WP/350	A37-WP/395
		A37-WP/37			
		A37-WP/81			
		A37-WP/107	United States		
		A37-WP/137	AFCAC		
		Revision No.1			
		A37-WP/150	Cuba		
A37-WP/235	Korea, Republic of				

** Presented by Belgium, on behalf of the European Union (EU) and its Member States, and by the other States Members of the European Civil Aviation Conference (ECAC), and by EUROCONTROL.

Item No.	Subject	No.	Working Paper Presented by	Draft text for the report	Report
30	Runway safety	A37-WP/68 A37-WP/82 + Corr.1 (F) A37-WP/139 Revision No.1 A37-WP/156 A37-WP/162 A37-WP/191 A37-WP/313	Belgium** Canada Korea, Republic of Colombia Belgium**	A37-WP/355	A37-WP/386
31	Comprehensive Regional Implementation Plan for Aviation Safety in Africa	A37-WP/30 A37-WP/41 A37-WP/182 A37-WP/194 A37-WP/221	EAC CASSOA China South Africa	A37-WP/346	A37-WP/385 Revision No.1
32	Regional Safety Oversight Organization (RSOs)	A37-WP/10 A37-WP/166 Revision No.1 A37-WP/169 A37-WP/221 A37-WP/259 A37-WP/291 A37-WP/308	AFCAC EAC CASSOA South Africa UEOMA Azerbaijan, Moldova, Turkey, Ukraine Turkey	A37-WP/348	A37-WP/385 Revision No.1
33	Halon replacement	A37-WP/67 A37-WP/197	ICCAIA	A37-WP/349	A37-WP/385 Revision No.1
34	Proficiency in the English language used for radiotelephony communications	A37-WP/63 A37-WP/90 A37-WP/126 A37-WP/127 A37-WP/178 A37-WP/201 A37-WP/288	India Cuba ASECNA China Russian Federation Nepal	A37-WP/352	A37-WP/391
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Item No.	Subject	No.	Working Paper Presented by	Draft text for the report	Report
		A37/WP/195	Russian Federation		
		A37/WP/196	Russian Federation		
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		A37/WP/207	Japan		
		A37/WP/294	CANSO		
36	NextGen and SESAR as part of the Global ATM system	A37-WP/13 A37-WP/15 + Corr. 1 A37-WP/85 A37-WP/98 A37-WP/134 A37-WP/148 A37-WP/179 A37-WP/184 A37-WP/202 A37-WP/209	Belgium** India LACAC Australia China China Russian Federation Malaysia	A37-WP/356	A37-WP/397
37	Development of an up-to-date consolidated statement of continuing ICAO policies and practices related to a global TM system and communications, navigation and Surveillance/air traffic management (CNS/ATM) systems	A37-WP/29 A37-WP/218 A37-WP/258 Revision No.1 A37-WP/264 A37-WP/265 A37-WP/293	Korea, Republic of Russian Federation Russian Federation Russian Federation CANSO	A37-WP/366	A37-WP/398
38	Civil/military cooperation	A37-WP/12 A37-WP/85 A37-WP/128 A37-WP/208	Belgium** Cuba South Africa	A37-WP/367	A37-WP/399 + Corr. No.1
39	Transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM)	A37-WP/46 A37-WP/85 A37-WP/94 A37-WP/96 A37-WP/119 A37-WP/121 A37-WP/134 A37-WP/157	Belgium** Belgium** India Venezuela United States LACAC Korea, Republic of	A37-WP/351	A37-WP/390

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Item No.	Subject	No.	Working Paper Presented by	Draft text for the report	Report	
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42	Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA)	A37-WP/58 A37-WP/314 Revision No.1	ACI	A37-WP/370	A37-WP/396	
43	Non-chemical disinsection of the aircraft cabin and flight deck for international flights	A37-WP/59 A37-WP/79	United States	A37-WP/370	A37-WP/396	
44	Development of an up-to-date consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation	A37-WP/29 A37-WP/82 + Corr.1 (F) A37-WP/134 A37-WP/293	Belgium** LACAC CANSO	A37-WP/366	A37-WP/398	
45	Next Generation of Aviation Professionals	A37-WP/64 A37-WP/86 A37-WP/110 A37-WP/111 A37-WP/138	United States Belgium** IAC IAOPA	A37-WP/369	A37-WP/399 Corr. No.1	+

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Item No.	Subject	No.	Working Paper Presented by	Draft text for the report	Report
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		A37-WP/232	Korea, Republic of		
		A37-WP/336	Oman and ACAC		
		A37-WP/337	Oman and ACAC		
46	Other issues to be considered by the Technical Commission	A37-WP/131		A37-WP/371	A37-WP/400 +
		A37-WP/78 + Corr. 1 (F)	United States		Corr. No. 1
		A37-WP/83	IAC		
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		A37-WP/266	Russian Federation		
		A37-WP/268	Russian Federation		
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