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REV 1

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I/A-PUNKT-VERMERK

Absender:	Generalsekretariat des Rates
Empfänger:	Ausschuss der Ständigen Vertreter/Rat
Betr.:	EU-Koordinierung für die 235. Tagung des ICAO-Rates – politische Themen – Billigung

1. Am 28. März 2023 hat der Rat den Beschluss (EU) 2023/746 zur Festlegung der Kriterien und des Verfahrens für die Festlegung des Standpunkts, der im Namen der Union in der ICAO im Hinblick auf die Annahme internationaler Richtlinien und Empfehlungen („SARPs“) oder Änderungen daran zu vertreten ist, angenommen, soweit diese SARPs in die ausschließliche Zuständigkeit der Union fallen und Rechtswirkung im Sinne des Artikels 218 Absatz 9 AEUV haben. In diesem Beschluss werden ferner die Kriterien und das Verfahren für die Festlegung des Standpunkts festgelegt, der im Namen der Union in Bezug auf die Anzeige von Abweichungen von angenommenen internationalen Richtlinien im Bereich der Flugsicherheit und der Luftfahrt zu vertreten ist, soweit diese internationalen Standards in die ausschließliche Zuständigkeit der Union fallen.¹
2. Die Kommission hat am 15. Mai 2025 einen informatorischen Vermerk über den von der Union auf der 235. Tagung des ICAO-Rates vom 9. bis zum 13. Juni 2025 und vom 23. Juni bis zum 4. Juli 2025 zu vertretenden Standpunkt vorgelegt. Der informatorische Vermerk enthält den Standpunkt, der in Anwendung von Artikel 2 des Beschlusses (EU) 2023/746 in Bezug auf die Änderung eines Anhangs des Abkommens von Chicago zu vertreten ist, sowie den Standpunkt, der im Namen der Union in Bezug auf politische Tagesordnungspunkte zu vertreten ist.

¹ ABl. L 99/7 vom 12.4.2023.

3. Die Gruppe „Luftverkehr“ hat den informatorischen Vermerk am 22. und 27. Mai 2025 erörtert. Die Delegationen stellten die Aufnahme bestimmter Punkte in den informatorischen Vermerk infrage und übermittelten Bemerkungen. Auf der Grundlage dieser Bemerkungen hat der Vorsitz den in der Anlage wiedergegebenen Kompromisstext vorgeschlagen.
 4. Angesichts der unterschiedlichen Vorschriften im Rat für die Billigung von Standpunkten zu politischen Themen einerseits und von Standpunkten zu Punkten, die in den Anwendungsbereich des Beschlusses (EU) 2023/746 des Rates fallen, andererseits schlug der Vorsitz vor, den von der Kommission vorgelegten informatorischen Vermerk aufzuteilen. Der in der Anlage enthaltene informatorische Vermerk behandelt politische Themen und ergänzt den in der Anlage zu Dokument ST 9241/25 enthaltenen informatorischen Vermerk.
 5. Der Ausschuss der Ständigen Vertreter wird daher ersucht, den Rat zu ersuchen, dass er den in der Anlage wiedergegebenen informatorischen Vermerk billigt und den darin empfohlenen Standpunkt der Union auf einer seiner nächsten Tagungen billigt.
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INFORMATION NOTE

Preparation for the 235th Session of the ICAO Council

9 to 13 June 2025 and 23 June to 4 July 2025

This document is presented by the Commission on the basis of the existing agenda² and currently available relevant information for the 235th Session of the ICAO Council³ on the items of EU exclusive or shared competence indicated below. This Information note does not affect the distribution of competences between the Union and the Member States in the field of aviation.

Based on currently available information, the following agenda items are included in the Information Note:

1. In the area of All Strategic Objectives

- Draft Assembly Working Paper – Capacity Development and Implementation Support – Policy and Activities

2. In the area of Safety & Air Navigation Capacity and Efficiency

- Draft Assembly working paper under Agenda Item 23 of the Technical Commission relating to Global Aviation Safety and Air Navigation Plans: Endorsement of the updated Global Aviation Safety Plan (GASP)
- Draft Assembly working paper under Agenda Item 23 of the Technical Commission relating to Global Aviation Safety and Air Navigation Plans: Endorsement of the updated Global Air Navigation Plan (GANP)
- Approval of the draft ICAO Position for the International Telecommunication Union (ITU) World Radiocommunication Conference 2027 (WRC-27)
- Draft Assembly Working Paper – Aviation Safety and Air Navigation Key Initiatives and Activities
- Draft Assembly Working Paper – GNSS Radio Frequency Interference

² C-WP/15651 REV1 (17/04/2025) completed with an email of the President of the ICAO Council

³ Dates for the 235th Council Session: Committee phase from 28 April to 23 May 2025; and Council phase from 9 to 13 June 2025 and 23 June to 4 July 2025.

3. In the area of Security and Facilitation

- Draft Assembly Working Paper – Cybersecurity
- Draft Assembly Working Paper – Ongoing Work Related to Conflict Zones and Obligations of Member States
- Draft Assembly Working Paper – Consolidated Statement on Continuing ICAO Policies Related to Aviation Security
- Aviation Security Risk Overview
- Progress report on the transition plan on integrating the aviation security training programme into the ICAO TRAINAIR PLUS Programme in line with the ICAO Training Policy
- Draft Assembly Working Paper - Outcome of the Ministerial Segment of the Facilitation Conference, Doha, Qatar
- Draft Assembly working paper – Consolidated statement of continuing ICAO policies related to facilitation
- Draft Assembly Working Paper – Assistance to Aircraft Accident Victims and their Families

4. In the area of Economic Development of Air Transport

- Seventh Meeting of the Worldwide Air Transport Conference (AT-Conf/7)
- Cost Recovery for the Provision of Space Weather Information Services
- ICAO's leadership in economic development of air transport

5. In the area of Environmental Protection

- Review of the Report of the Thirteenth Meeting of the Committee on Aviation Environmental Protection (CAEP/13)
- Draft Assembly working paper – Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality
- Draft Assembly working paper – Climate change – Global framework for SAF, LCAF and other aviation cleaner energies
- Draft Assembly working paper – Climate change – Adaptation and science
- Draft Assembly working paper – Consolidated statement of continuing ICAO policies

and practices related to environmental protection – Climate change

- Draft Assembly working paper – Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reductions Scheme for International Aviation (CORSIA)
- Global Sustainable Aviation Markets (GSAM)

6. In the area of Programme Support – Legal Services and External Relations

- Assembly Resolutions A41-1, A41-2 and A41-3
- Recurrence of GNSS RFI on the Korean Peninsula
- Letter from the Interstate Aviation Committee regarding the expansion of unilateral restrictive measures

The present Information Note covers no item that – based on the limited information available, entails the adoption of an act (to be adopted by an ICAO body) having legal effects.

In accordance with Article 4(3) TEU, Member States are bound by the duty of sincere cooperation.

The present document is intended to establish positions on behalf of the Union on some identified items featuring on the agenda for the 235th ICAO Council. These positions shall be expressed by the Member States acting jointly in the interest of the Union, within the ICAO bodies, and assisted by the Commission, in line with the Union's observer status. Where items featured on the agenda do not fall under EU exclusive competence but coordination among Member States is still seen as beneficial, coordinated positions are established.

Refinement of the positions may be agreed to, in the light of developments at the 235th session of the ICAO Council, by Member States represented in the ICAO Council and the EU representative during on-the-spot coordination meetings.

235th ICAO Council Session**Proposed Union position****PART I – GENERAL**

In all areas that are covered by this document it will be important to ensure consistency and progress in line with the EU positions presented to the 41st ICAO Assembly.

PART II – DETAILS**1. ITEMS RELATING TO ALL STRATEGIC OBJECTIVES**

- **Draft Assembly Working Paper – Capacity Development and Implementation Support – Policy and Activities**

At the time of drafting the working paper was not yet available.

Background

The draft Assembly working paper provides a comprehensive report on the overall implementation and performance results of the Capacity Development and Implementation Programme, including civil aviation training activities, for the current triennium, from both the financial and the non-quantifiable operational perspectives. This report also highlights those specific projects and activities which have supported the advancement of the No Country Left Behind (NCLB) Strategic Objective as well as ICAO's contributions toward the attainment of the United Nations Sustainable Development Goals. An update on resource mobilisation efforts, together with the status of ICAO voluntary funds, is also presented. A proposal for updating the Consolidated statement of ICAO policies on technical cooperation and technical assistance (Assembly Resolution A41-25) is put forward for consideration.

Union position

Insofar as issues of EU exercised competence are concerned, note the contribution of the European Union and its Member States to this work, and the adoption of new cooperation mechanisms to support Capacity Development and Implementation Programme in the framework of the EU-ICAO Memorandum of Cooperation.

2. ITEMS RELATING TO SAFETY & AIR NAVIGATION CAPACITY AND EFFICIENCY

- **Draft Assembly working paper under Agenda Item 23 of the Technical Commission relating to Global Aviation Safety and Air Navigation Plans: Endorsement of the updated Global Aviation Safety Plan (GASP)**

At the time of drafting the working paper was not yet available.

Background

The Global Aviation Safety Plan (GASP) presents the global strategy for the continuous improvement of aviation safety. The GASP aims to continually reduce fatalities, and the risk of fatalities, through the development and implementation of a global aviation safety strategy. A safe, resilient, and sustainable aviation system contributes to the economic development of States across all regions, and their industries.

The periodic review of the content of the GASP is done to ensure the plan remains relevant and best reflects current global safety issues in aviation safety, as well as means to address them. The 2026-2028 edition of the GASP marks a significant change in how the global safety strategy is developed. The Council will be invited to approve updates to the 2026 – 2028 edition of GASP and a draft Assembly working paper on the endorsement of the GASP. The updated edition of GASP stems from the results of the work of the GASP Study Group and reflects on changes made pursuant to the recommendations of the 14th Air Navigation Conference as well as changes proposed via the on-line Questionnaire on the GASP Update. The GASP was also restructured to improve the alignment between the global, regional and national aviation safety plans.

Union position

Endorse the 2026-2028 edition of GASP, emphasising the importance of the newly introduced element on alignments between the plans.

- **Draft Assembly working paper under Agenda Item 23 of the Technical Commission relating to Global Aviation Safety and Air Navigation Plans: Endorsement of the updated Global Air Navigation Plan (GANP)**

At the time of drafting the working paper was not yet available.

Background

The Council will be invited to approve updates to the 8th edition of the GANP and a draft Assembly working paper on its endorsement by the 42nd Session of the ICAO Assembly.

The 8th edition of the GANP is the reflection of the global priorities set forth by the ICAO Assembly during its 41st Session and the ICAO Strategic Plan 2026-2050 as approved by ICAO Council on 1 November 2024. This edition includes the updates to the global strategic and technical levels of the GANP as presented to the 14th Air Navigation Conference, the Conference's feedback, additional work done at the global technical level, and the comments and experiences reported from ICAO Regional Offices.

These updates are the result of the work done by the GANP Study Group (GANP-SG), the Aviation System Block Upgrade Panel Project Team (ASBU PPT) and the GANP Performance Expert Group (GANP-PEG).

The draft Assembly working paper also highlights the proposed focus of the 9th edition of the GANP based on the challenges faced by the aviation community to achieve its vision.

Union position

Approve the updated GANP and the draft Assembly working paper.

- **Approval of the draft ICAO Position for the International Telecommunication Union (ITU) World Radiocommunication Conference 2027 (WRC-27)**

At the time of drafting the working paper was not yet available.

Background

The Council will be invited to approve the ICAO Position for the ITU WRC-27. The EU position for ITU WRC-27 will be prepared by the Telecom working party.

Union position

Support ICAO position for ITU WRC-27 as already indicated in the proposed response to the ICAO State letter E 3/5-24/93 on the matter.

Support the proposal for aviation to dedicate more resources to spectrum and coordinate with spectrum regulators who will participate at ITU WRC-27.

- **Draft Assembly Working Paper – Aviation Safety and Air Navigation Key Initiatives and Activities**

At the time of drafting the working paper was not yet available.

Background

The draft Assembly working paper presents an overview of the key initiatives and activities in the areas of aviation safety and air navigation over the next triennium 2026-2028, in line with the ICAO Strategic Plan 2026-2050 and Business Plan 2026-2028. It also addresses the request from the ICAO Council at its last session to identify the potential trends impacting air navigation safety and proposing possible actions that could be taken to address associated risks. The paper also notes that the accomplishment of all the key initiatives and activities is predicated upon the availability of resources and points out that in the absence of these resources, significant delays or even non-achievement of outputs and activities should be anticipated. At the same time, the Air Navigation Commission commits to continue to assist in reducing the impact through its prioritization process.

Union position

Welcome the draft Assembly Working Paper while requesting that prioritisation be made among the proposed key initiatives for the next triennium and that information on impact on budget and resources be provided.

Draft Assembly Working Paper – GNSS Radio Frequency Interference

At the time of drafting the working paper was not yet available.

Background

The draft Assembly working paper outlines the scope, risks and potential consequences of GNSS RFI. It is expected that this paper will summarise the main conclusions from ANC 14 on GNSS and propose an Assembly Resolution on GNSS RFIs. The European papers on GNSS triggered discussions and conclusion at ANC 14. It is expected that ICAO will propose to develop an action plan on RFIs.

Europe is one of the regions most affected by RFIs and we should take leadership in developing an action plan with actions at short, medium and long term that could be a European contribution to the ICAO global action plan to address.

Coordinated position

Support the draft Assembly working paper with the following suggested change:

- Request it includes a comprehensive overview of the matter notably to take into account that GNSS RFI is not limited to safety but also entails a security dimension, including in relation to conflict zones as stressed in the preliminary Accident report of the accident of Flight 8243.

Suggest that the matter be examined by the Executive Committee of the Assembly due to its horizontal nature (instead of the Technical Commission).

3. ITEMS RELATING TO SECURITY AND FACILITATION

- **Draft Assembly Working Paper – Cybersecurity (C-WP/15713)**

Background

The paper proposes for approval a draft Assembly Working Paper which presents an overview of activities related to aviation cybersecurity, including those mandated by the Assembly, and proposes an update to Resolution A41-19 on Addressing Cybersecurity in Civil Aviation to emphasize the importance of improving the protection and resilience of the civil aviation sector to cyber threats and risks, while taking into account the development of ICAO's work on the topic.

In line with the ICAO Cybersecurity Strategy, there is a strong emphasis on the need to progress toward a coherent and operational cybersecurity framework. This includes embedding cybersecurity systematically across aviation safety, security, air navigation, and facilitation frameworks; enhancing governance and risk management structures; promoting proactive vulnerability threat management; security by design; and ensuring continuous, role-specific training across the aviation ecosystem.

It is considered essential that ICAO ensures alignment with existing international frameworks, including regional regulatory approaches, to avoid duplication and support harmonized implementation across States and regions.

The emphasis on the development of aviation cybersecurity SARPs, the integration of cybersecurity into ICAO's global plans, such as the GAsEP, and the continued work of the AHCCC is welcomed. ICAO is encouraged to maintain momentum in implementing the Cybersecurity Action Plan, strengthen coordination among expert groups and panels across all aviation disciplines, and prioritise actions that will translate the Strategy into consistent and measurable outcomes.

Coordinated position

Support for the overall direction and content of the draft Assembly WP on Cybersecurity, including the proposed update to Assembly Resolution A41-19. The recognition of cybersecurity as a horizontal, cross-cutting priority is welcomed, along with the emphasis on moving from principles to implementation.

- **Draft Assembly Working Paper – Ongoing Work Related to Conflict Zones and Obligations of Member States (C-WP/15714)**

Background

The paper proposes for approval a draft Assembly Working Paper which updates the Assembly on the topic and invites the Assembly is invited to:

- remind States of their obligations under the Convention on International Civil Aviation (Chicago Convention) for identifying and notifying potential risks to civil aviation in their sovereign airspace, including risks from conflict zones, and refraining from resorting to the use of weapons against civil aircraft in flight in accordance with Article 3 bis of the Convention;
- note the ongoing work to address the safety and security of civil aviation near or over conflict zones.
- support the development of an ICAO implementation Package (iPack) to: better mitigate the risks of civil aircraft operations over or near conflict zones; manage the engagement of all relevant stakeholders; improve strategies for conducting conflict zone airspace closures; and establish guidelines to reassess risks and resume flight operations post conflict;
- request ICAO to refine risk assessment methodologies through updates to Doc 10084;
- support initiatives to better articulate with the work on civil-military coordination, as well as air traffic management (ATM) contingency management framework;
- continue to recognize the importance of the Safer Skies Initiative in enhancing security and safety of flights operating in or near conflict zones; and
- encourage financial and in-kind contributions to support ICAO's work programme related to conflict zones.

Coordinated position

Suggest including elements relating to the accident of Azerbaijan Airlines Flight 8243 on 25 December 2024 in the background of the paper.

Support the proposed draft Assembly Working Paper with the added wording to point c) and a new point e) as follows:

- support ICAO's role in capacity building, including the organisation of relevant seminars, and the development of an ICAO implementation Package (iPack) to: better mitigate the risks of civil aircraft operations over or near conflict zones; manage the engagement of all relevant stakeholders; improve strategies for conducting conflict zone airspace closures; and

establish guidelines to reassess risks and resume flight operations post conflict;

- e) address emerging security challenges reflecting on evolving risks such as advancements in Global Navigation Satellite System (GNSS) disruption and weaponry, expanding the scope beyond surface-to-air missiles (SAM), through updates to Doc 10084.

- **Draft Assembly Working Paper – Consolidated Statement on Continuing ICAO Policies Related to Aviation Security (C-WP/15715)**

Background

The paper proposes for approval a draft Assembly Working Paper which invites to adopt the revised Resolution on the Consolidated statement on continuing ICAO policies related to aviation security.

Coordinated position

Support the proposed draft Assembly Working Paper and propose to include references in the Consolidate Statement to “sophisticated threat” and “sophisticated actors” as relevant.

- **Aviation Security Risk Overview (C WP/15716)**

Background

As requested by the Aviation Security Committee of the ICAO Council during the 234th Session, the paper highlights the concerning trends arising from acts of unlawful interference (AUI) and other security incidents that international civil aviation is increasingly facing, and for which a robust aviation security system remains paramount in the global efforts to mitigate the risks thereof. The paper also presents the underlying challenges that Member States may be facing in reporting to ICAO, as required by Annex 17 — Aviation Security, Standard 5.3.1, and how the ICAO Aviation Security Global Risk Context Statement (Doc 10108 – Restricted) could benefit from more reporting. The paper invites the ICAO Council to:

- a) consider the aviation security risk overview and encourage States to take this information into account in reviewing the level and nature of threat to civil aviation within their territory;
- b) call on all Member States to be made aware and remain vigilant of the threat and risk posed by improvised incendiary devices (IIDs) in cargo/mail, which have disrupted supply chains and negatively impacting global logistics
- c) recognize challenges in the reporting of occurrences leading to significant data limitations to accurately analyse trends affecting aviation security;

- d) request the Secretariat to consider and explore ways to foster stronger reporting culture; and
- e) agree on the need for a new approach to data collection, by way of defining the taxonomy and categorization of acts of unlawful interference, to account for the evolution of the threat and facilitate reporting.

Coordinated position

Highlight that the threat posed by Improvised Incendiary Devices (IIDs) in air cargo and mail is a new and important threat to aviation security posed by sophisticated actors. ICAO should be encouraged and supported in engaging with the Universal Postal Union (UPU) to adopt a Joint Statement towards a better mitigation of threats posed to the security of postal consignments shipped by air. The underlying objective should be to achieve full alignment of the postal rules and practices for air mail to the requirements and practices applicable in the air cargo sector (general and express cargo).

- **Progress report on the transition plan on integrating the aviation security training programme into the ICAO TRAINAIR PLUS Programme in line with the ICAO Training Policy (C-WP/15717)**

Background

The paper reports on the progress made on the transition plan to integrate the ICAO aviation security training programme into the ICAO TRAINAIR Plus Programme (TPP).

Coordinated position

Stress that the transition to the TRAINAIR Plus Programme should not lead to increased costs for security training as it could limit access of some States' professionals to security training and in consequence negatively impact the global level of aviation security.

- **Draft Assembly Working Paper - Outcome of the Ministerial Segment of the Facilitation Conference, Doha, Qatar (C-WP/15718)**

Background

The draft Assembly working paper included in the paper has been prepared for submission to the Executive Committee of the 42nd Session of the Assembly under Agenda Item 12, Facilitation Programmes. The ICAO Facilitation Conference (FALC 2025) was convened from 14 to 17 April

2025 and hosted by the Civil Aviation Authority of Qatar in Doha. The Conference concluded with a High-level Ministerial Segment on 17 April, which resulted in the adoption of the Doha Declaration on Facilitation of International Air Transport. The High-level Ministerial Segment reaffirmed the commitment of States to enhancing air transport facilitation and agreed on policy direction, thereby helping advance the current ICAO Strategic Objective relating to Security and Facilitation and the future Strategic Goal - Aviation Delivers Reliable, Accessible and Seamless Mobility for All.

The paper invites the ICAO Council to:

- a) approve the dissemination of the Doha Declaration to Member States;
- b) support the continued efforts to promote and raise awareness of the Declaration through outreach activities, including global and regional events; and
- c) support the inclusion of key elements of the Doha Declaration into proposed revisions to Assembly Resolutions A41-17 on the Consolidated Statement on Continuing ICAO Policies Related to Facilitation and A41-14 on Assistance to victims of aviation accidents and their families to the 42nd Session of the ICAO Assembly (refer to A42-WP/xx and WP/yy); and
- d) approve the draft Assembly working paper for submission to the Executive Committee of the 42nd Session of the Assembly.

Coordinated position

Support the proposed actions.

- **Draft Assembly working paper – Consolidated statement of continuing ICAO policies related to facilitation (C-WP/15719)**

Background

The paper includes a draft Assembly working paper which has been prepared for submission to the Executive Committee of the 42nd Session of the Assembly under Agenda Item 12, Facilitation Programmes. This paper presents developments pertaining ICAO's work on Facilitation since the last Assembly. ICAO's work in the field of Facilitation is composed of three separate but interrelated programmes, Annex 9 — Facilitation, the ICAO Traveller Identification Programme (TRIP) Strategy and the ICAO Public Key Directory (PKD). The paper proposes priorities for the three programmes and outlines the expected outcomes of their work during the next triennium. In 2022, the 41st Session of the Assembly adopted Resolution A41-17 – Consolidated statement of continuing ICAO policies related to facilitation. Proposed amendments to the consolidated statement reflecting major developments since the 41st Session are presented in Appendix E.

Coordinated position

Support the proposed actions.

- **Draft Assembly Working Paper – Assistance to Aircraft Accident Victims and their Families (C-WP/15720)**

Background

The paper includes a draft Assembly working paper presenting the outcomes from the Second ICAO Symposium on Assistance to Aircraft Accident Victims and their Families (AAAVF 2024), including a proposed update to Assembly Resolution A41-14 Assistance to victims of aviation accidents and their families, as appropriate.

Union position

Support the draft Assembly working paper.

4. ITEMS RELATING TO ECONOMIC DEVELOPMENT OF AIR TRANSPORT

- **Seventh Meeting of the Worldwide Air Transport Conference (AT-Conf/7)**

At the time of drafting the working paper was not yet available.

Background

The paper invites the ICAO Council to approve the dates, provisional agenda, and list of organizations to be invited to AT-Conf/7. Arrangements for the conference were discussed at the 18th meeting of the ATRP in April 2025 and the 10th joint meeting of AEP/ANSEP in March 2025, including both the timing of the event and possible themes to be discussed. On the latter, the following were suggested:

- market access;
- air carrier ownership and control;
- air cargo;
- consumer protection;
- fair competition;
- taxation and levies on international air transport;
- economics of airports and air navigation services (infrastructure management and financing);
- approaches to regulatory oversight by Member States;

- implementation of ICAO policies and guidelines
- social issues (also including recruitment, retention, and skills shortages);
- overstretched supply chains;
- decarbonization vs economic growth;
- advanced air mobility;
- the long-term integrity of air services agreements; and
- and artificial intelligence.

Space should also be given in the agenda to emerging issues facing the international air transport industry. ATRP also considered that the format of the event should be optimised to promote the widest possible participation and engagement, through the selection of external speakers and the possibility of different format for specific sessions, to include also simultaneous sessions.

Coordinated position

In order to ensure maximum interest and prominence to the important discussions to take place at AT-Conf/7, support the event being convened no earlier than the second half of 2026 in order to allow a sufficient amount of time to have passed between AT-Conf/7 and the 42nd Assembly.

Support the selection of themes to be covered at the conference from among the list above, in particular those which are emerging as key issues facing the sector and/or which have not been recently addressed in high level ICAO fora.

Strongly encourage the ICAO Secretariat to consider innovative and participatory formats for the sessions to be included in the conference programme so as to maximise interest and engagement.

- **Cost Recovery for the Provision of Space Weather Information Services**

At the time of drafting the working paper was not yet available.

Background

As of 7 November 2019, operational provision of space weather to the aviation user community started at no costs for the first three years of operation. Following to it, a decision on a global charging mechanism must be agreed upon and implemented for the provision of these services to prevent any adverse effects on service provision. The Commission seeks to rationalise the space weather information service delivery to strictly limit the overall burden on airlines and to maintain high level of the cost transparency to avoid double financing of services or of their relevant elements.

Four global space weather information service providers are currently active: US, CRC, ACFJ and PECASUS. At this stage, the services of the US and the CRC provider are not charged, and cost

recovery scheme is currently sought for ACFJ and PECASUS as introduced in the draft State Letter included in AT-WP/2241 of 25 February 2025. The letter asks for feedback on two cost recovery options: an operator charge and a state charge.

The global operator charge should be allocated to air operators based on its proportion of global international and domestic scheduled and non-scheduled departures. The states would have to amend their domestic laws and regulations to allow the collection of this charge. However, the operators registered in the states which provide the space weather services at no costs should be exempted from the payment of the charge. This would amount to a different treatment of certain operators based on their country of registration.

The state charge should be allocated to states based on the proportion of global international scheduled and non-scheduled departures by operators that are registered in that state. States which provide the space weather services and do not seek the cost recovery shall not be allocated a global charge. It is for the ICAO to develop the global charge allocation arrangement and consult it with the states.

The operator charge option is incompatible with the performance and charging scheme applicable in the EU which allows to include the determined costs incurred for the provision of services to airspace users within the relevant charging zones only. Further, process of the establishment of the collection of charges based on a global allocation arrangement concluded at the ICAO level (i.e. the state charge) would work presumably smoother compared to state law-based operator charge. The operator charge would also lead to potential problems in the national legislation in the EU concerning the need for different treatment of certain airline operators based on their country of registration.

The European space weather service providers (organizations in EU Member States involved in the ACFJ and PECASUS consortia) are allowed to recover the part of the costs directly related to providing the service to European airspace users through the performance and charging scheme in the fourth reference period. This approach can also be considered for next reference periods, in the event that no agreement is reached at the ICAO level on a global cost recovery model.

A third option should be considered in order to conclude the matter in ICAO. One option that could receive the necessary support from the Council would be to agree that the space weather service providers organize their own cost recovery. This option would enable the continuance of the European model for cost recovery through the performance and charging scheme.

Union position

Emphasize the need to make progress and aim to conclude on this issue in ICAO Council.

Support the option - State charge.

- **ICAO's leadership in economic development of air transport**

At the time of drafting the working paper was not yet available.

Background

A report on the progress of the work by the Small Group of ICAO Leadership in Economic Development of Air Transport (SGED) identifying challenges and gaps and proposing recommendations will be presented for approval. The working paper makes a number of recommendations for collaboration with other UN agencies, notably the ILO, UNESCO, UNIDO, UNCTAD and UNDP. The paper also makes proposals for how the Consolidated Statement of Continuing ICAO Policies in the Air Transport field might be adapted at the 42nd Assembly to reflect the recommendations of the SGED. According to the working paper, there is a need for enhanced ICAO involvement in advocating and promoting air travel demand.

Coordinated position

Support the proposals referring to enhanced cooperation with other UN agencies and support the adaptation of the SGED recommendations into the revised draft statement of continued ICAO Policies for scrutiny at the Assembly.

Support the development of a strategic roadmap on economic development matters as set out in 7.2.b, but this should be based upon concrete actions also taking into account the activities underway or envisaged by the ATRP, in order to ensure appropriate coordination. Request that the Council to clarify the complementary roles and activities of the SGED and the ATRP.

The reference in section 3.5 to ICAO's role in promoting air transport demand should not be supported.

5. ITEMS RELATING TO ENVIRONMENTAL PROTECTION

- **Review of the Report of the Thirteenth Meeting of the Committee on Aviation Environmental Protection (CAEP/13) (C-WP/15725)**

Background

The paper presents the results of the thirteenth meeting of the Committee on Aviation Environmental Protection (CAEP/13), which was held from 17 to 28 February 2025 and attended by over 218 participants, including 29 CAEP Members, 17 Observers, and their advisers. The report of the

meeting is presented in the CAEP/13 Report.

CAEP/13 agreed on a set of 31 recommendations, including four recommendations related to amendments of Annex 16, Volumes I, II, III and IV for review by the ANC and subsequent Council adoption in a future session, as well as two recommendations related to Long-term Aspirational Goal (LTAG) Monitoring and Reporting, and six recommendations related to CORSIA Eligible Fuels, amongst others, as indicated in the Appendix to this paper.

The paper invites the ICAO Council is invited to:

- a) take action on the recommendations of the CAEP/13 Meeting, as indicated in the Appendix to this paper;
- b) in light of the CEC review, approve the amendments to the three ICAO documents related to CORSIA eligible fuels for publication;
- c) note that the Annex 16-related recommendations are subject to a preliminary review by the ANC and these amendments will be referred to Member States and international organizations, following which the Commission will conduct a detailed review and will then present its recommendations for action to the Council, as indicated in the Appendix to this paper;
- d) approve the CAEP future work programme as presented in the CAEP/13 Report on Agenda Item 14, Appendix B; and
- e) agree that the CAEP/13 Report should be issued as an ICAO document.

Union position

Praise CAEP for its excellent work and its very good outcome.

Support CAEP/13 Recommendations and note the importance of the adoption of the new Standards that will advance the implementation of the technology stream of the LTAG.

Approve the CAEP future work programme and note notably the planned work on non-CO₂ emissions.

If needed: oppose any attempt to reopen the outcome of CAEP/13 of the noise and CO₂ standards.

If relevant on the matter of multi cropping: note that the Weighted Average Approach (WAA) is a bridge solution, which does not aim to become permanent, and can only apply to a single state; request CAEP to develop a permanent methodology during the CAEP/14 cycle, by 2028, propose it to the Council, and have full clarity on treatment of multicropping; stress the utmost importance that the environmental integrity of the scheme is not put at risk and that the permanent methodology account fully of risk of land conversions; stress that this definitive solution should be applicable to all states and fairly reflect the practices in these states; note that it is well understood that as we progress, our understanding of the effects of different agricultural practices will grow.

- **Draft Assembly working paper – Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality (C-WP/15726)**

Background

The paper includes a draft Assembly working paper for submission to the Executive Committee of the 42nd Session of the Assembly under Agenda Item 15, Environmental Protection – General provisions, Aircraft Noise and Local Air Quality which informs on ICAO's work in the field of civil aviation and the environment since the last Assembly, including the results of the CAEP/13 meeting on present and future impacts and trends in aircraft noise, Local Air Quality (LAQ) and CO₂ emissions. The paper also covers activities with regard to progress on the development of policies, SARPs and guidance on environment, as well as cooperation and relevant developments in other United Nations (UN) bodies and international organizations including new emerging issues. ICAO's cooperation with other UN bodies and international organizations, with a focus on climate change, is also covered in C-WP/15728.

The paper also proposes updates to Assembly Resolution A41-20, Consolidated statement of continuing ICAO policies and practices related to environmental protection.

Union position

Commend the agreement reached by CAEP on new aircraft standards for noise levels as part of the work on integrated dual stringency.

Recall the importance of CAEP's ongoing work on the development of a new NO_x standard and stress expectations on further work on nvPM.

Emphasise the need to continue monitor and maintain Annex 16, volumes I, II, and III to the Chicago Convention to ensure alignment with technological advancements.

- **Draft Assembly working paper – Climate change – Global framework for SAF, LCAF and other aviation cleaner energies**

At the time of drafting the working paper was not yet available.

Background

A draft Assembly working paper will be presented for approval on the progress of ICAO's work relating to international aviation and climate change since the last Assembly, focusing on the outcomes arising from the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3), namely the ICAO Global Framework for SAF, Lower Carbon Aviation Fuels (LCAF) and other

Aviation Cleaner Energies and its implementation Roadmap, encompassing the four Building Blocks, including: the monitoring of progress toward the achievement of the long-term global aspirational goal for international aviation (LTAG) and the LTAG monitoring and reporting methodology, as well as the progress on the ICAO State Action Plans initiative, Tracker Tools, and LTAG stocktaking events; as well as the implementation support and financing to aviation decarbonization measures including through the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme and the Finvest Hub.

Union position

Welcome the agreement reached at the third International Civil Aviation Organization (ICAO) Conference on Aviation and Alternative Fuels (CAAF/3) on a global framework for SAF, LCAF and other cleaner aviation energy.

Emphasise the importance of having the ambition of reducing CO₂ emissions by 5% with the use of SAF by 2030 reflected in Resolution A-41-21.

Acknowledge the steps taken towards the implementation of the Global framework structured around its four building blocks (policy and planning, regulatory framework, implementation support and financing).

Recall the crucial role of technical assistance programmes and capacity building activities such as ACT-SAF to support the implementation of ICAO's basket of measures and highlight the contribution of European States and the EU to ACT-SAF. Invite the ICAO Secretariat to progress on the work on the Finvest Hub.

Highlight the role of CAAF/4 in assessing progress towards the 5% target, , in monitoring progress on the Collective Vision, including the aspiration to increase the production of SAF, LCAF and other cleaner energies across all regions, and in updating the ambition on the basis of market developments in all regions.

- **Draft Assembly working paper – Climate change – Adaptation and science (C- WP/15728)**

Background

The paper includes a draft Assembly working paper for submission to the Executive Committee of the 42nd Session of the Assembly under Agenda Item 16, Environmental Protection – International Aviation and Climate Change. It presents ICAO's work relating to international aviation and climate change since the last Assembly, with a focus on the progress and next steps on climate change adaptation and resilience, and for enhancing scientific understanding of aviation's climate impacts,

including relevant ICAO events that covered these topics and related work under ICAO's Committee on Aviation Environmental Protection (CAEP).

The Assembly paper also presents information on ICAO's cooperation and outreach activities with other United Nations bodies and international organizations, including recent developments under the United Nations Framework Convention on Climate Change (UNFCCC) process, in particular on the issue of climate financing and aviation taxation.

Union position

Praise the work of CAEP on the Climate Adaptation Synthesis.

Recall that global surface temperatures are projected to rise, exceeding the resilience capacities of legacy systems, infrastructures, and operations designed for different climate conditions. It is crucial for the safety of the aviation sector to develop adaptation strategies. Support ICAO's role in identifying impacts as well as adaption measures.

Highlight the potential of situational awareness programmes in enhancing resilience to extreme weather in aviation.

Commend the work of the CAEP's Impacts and Science Group, which provides additional source of information on aviation's impact on climate, including non-CO2 emissions.

Underline the importance of events such as the ICAO Symposium on non-CO2 and ICAO's Climate week to assess the progress of science on non-CO2 and address their related uncertainties. In addition, highlight the crucial role of ICAO on outreach activities, particularly in UN related bodies such as upcoming COP30 to foster collaboration with academia, research and policy makers.

- **Draft Assembly working paper – Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change (C-WP/15729)**

Background

The paper includes a draft Assembly working paper has been prepared for submission to the Executive Committee of the 42nd Session of the Assembly under Agenda Item 16, Environmental Protection – International Aviation and Climate Change. It proposes updates to Assembly Resolution A41-21, Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change, in light of developments since the last Assembly such as the outcomes of the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) and other relevant Council decisions, for consideration by the Assembly.

Union position

Praise the work of CAEP in delivering the LMR methodology to assess progress towards the achievement of LTAG.

Support amendments to the consolidated statement.

- **Draft Assembly working paper – Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reductions Scheme for International Aviation (CORSIA) (C-WP/15730)**

Background

The paper includes a draft Assembly working paper for submission to the Executive Committee of the 42nd Session of the Assembly under Agenda Item 17, Environmental Protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). It reports on ICAO's work relating to the implementation of CORSIA since the 41st Session of the Assembly in 2022, including the States' voluntary participation in CORSIA, update of CORSIA-related SARPs and other relevant implementation elements, and the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme, as well as the results of the 2025 periodic review of CORSIA. The paper also proposes updates to Assembly Resolution A41-22, Consolidated statement of continuing ICAO policies and practices related to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), in light of developments since the last Assembly.

Union position

Reiterate the support of European States for CORSIA.

Acknowledge the progress made during the last triennium on the implementation of CORSIA and recall the importance of technical assistance programmes such as ACT-CORSIA and its potential to facilitate the issuance of letter of authorisations.

Welcome CAEP's analysis as part of CORSIA periodic review and support amendments to the revised Resolution.

- **Global Sustainable Aviation Markets (GSAM)**

At the time of drafting the working paper was not yet available.

Background

The working paper is presented by the United Arab Emirates (UAE). It is expected to introduce the UAEs' initiative on Global Sustainable Aviation Markets, which was presented at the ICAO Global Implementation Support Symposium 2025 in Abu Dhabi. The objective of the initiative is to foster

the development of SAF production in the UAE and across regions.

Union position

Acknowledge the importance of cooperation on the development of SAF production across all actors and regions, in line with the outcomes of CAAF/3, and as carried in the European Union under the Renewable and Low-Carbon Fuels Value Chain Industrial Alliance.

Note the partnership signed between ICAO and European Commission to support the development of the ICAO Finvest Hub.

6. ITEMS RELATING TO LEGAL SERVICES AND EXTERNAL RELATIONS

- **Assembly Resolutions A41-1, A41-2 and A41-3**

At the time of drafting the working paper was not yet available.

Background

The Council will be updated on the progress since Assembly Resolutions A41-1, A41-2 and A41-3 (Doc 10184, refers). These resolutions address violation of the Chicago Convention by respectively the Republic of Belarus, the Russian Federation and the Democratic People's Republic of Korea.

Coordinated position

Seek, to the extent possible to incorporate in those Resolutions, the additional violations committed by those states during the triennium.

- **Recurrence of GNSS RFI on the Korean Peninsula**

At the time of drafting the working paper was not yet available.

Background

Pursuant to its decision of the last session, the ICAO Council will be updated on progress and invited to give further consideration to reporting the recurring incidents of GNSS RFI on the Korean Peninsula to the 42nd Session of the Assembly in accordance with Article 54(k) of the Chicago Convention.

Union position

Support reporting the matter to the 42nd ICAO Assembly.

- **Letter from the Interstate Aviation Committee regarding the expansion of unilateral restrictive measures**

At the time of drafting the working paper was not yet available.

Background

The ICAO Council will be invited to address a letter from Mr. Oleg Georgievich Storchevoy, Chairman of the Interstate Aviation Committee, concerning “the expansion of the unilateral restrictive measures of a discriminatory nature against a number of states”. This letter notably opposes the “discriminatory ban on the use of airspace” for flights of aircraft from certain states.

Union position

Insofar as EU restrictive measures are concerned, recall that EU restrictive measures were adopted in the context of the Russian Federation’s war of aggression against Ukraine, which constitutes a manifest violation of the UN Charter, in order to induce it to cease those violations and limit its ability to wage war, in accordance with international law.⁴

Recall that the ICAO Assembly itself held that the Russian Federation’s actions infringed the ICAO Convention and called upon the Russian Federation to cease those actions⁵, and that the ICAO Council also recently condemned the Russian Federation for the downing of the flight MH17 in violation of international rules.

Not to support the conduct of a study by the ICAO Secretariat on the consequences of restrictive measures for international civil aviation.

⁴ See Council Conclusions of 19 December 2024, EUCO 50/24, Section I, paragraphs 1 and 7.

⁵ See ICAO Assembly Resolution A41-2: Infractions of the Convention on International Civil Aviation by the Russian Federation.