



# ICCAIA 50

International Coordinating Council of  
Aerospace Industries Associations

## Newsletter

Fall 2022

### SPECIAL ICAO ASSEMBLY EDITION

This autumn has been an extremely busy but rewarding time. In this special edition of the ICCAIA newsletter, we are reporting on the outcomes of the ICAO 41st Assembly. This is the primary event in the ICAO calendar, bringing together Ministers, dignitaries, DGCA's and subject matter experts in Montreal to set the agenda for ICAO for the coming triennium.



With tremendous support from our members, we have achieved more than ICCAIA has ever managed at previous Assemblies: we have seen ICAO adopt the industry-driven Net Zero 2050 target for their own Long Term Aspirational Goal; we have prepared and submitted no less than twelve working papers along with three information papers, every one of which has been taken up by ICAO in various forms to be integrated into ICAO's work programmes and we have seen a landmark in the readiness of ICCAIA before, during and after the Assembly.

I'd like to highlight that in my view, these results were possible to achieve as we currently have such a strong collaborative approach across the full ICCAIA organisation.

It has indeed been a pleasure to Chair ICCAIA at different periods in the past, but I must confess that this last period has harvested bigger results than ever before and from that perspective has been the most rewarding.

*Jan Pie, Chair, ICCAIA*



#### SPECIAL POINTS OF INTEREST

- ICAO 41<sup>st</sup> Assembly Wrap Up and Outcomes
- ICCAIA's 50th Anniversary Celebration

#### SPOTLIGHT ON:

Environment.....	4
Innovation.....	4
CNS & Spectrum .....	5
UAM/AAM & Airspace.....	5
Regional Aircraft Safety.....	5
Health & Facilitation .....	5
Gender Equality & IAWA.....	6
ICCAIA ANEC.....	6
ICCAIA's Board Member .....	7

## ICAO 41ST ASSEMBLY WRAP UP AND OUTCOMES

The 41st Assembly of ICAO ran from September 27th to October 7th 2022 and concluded with successful outcomes for ICCAIA and its members in all areas. There were over 2,500 delegates registered, from over 200 countries and international organizations, including 45 participants from ICCAIA attending either in person or watching online.

*Plenary session at the ICAO 41st Assembly*



The Assembly reviewed more than 580 papers on topics across the spectrum of aviation interests, as well as hearing statements from Ministers, electing the ICAO Council for the next three years, and hosting many side events, talks, workshops and social events.

ICCAIA presented 12 working papers alongside 3 information papers. The recommendations in all twelve working papers were taken up by the Assembly as concrete actions, including referral to expert groups and/or referral to the ICAO Council for consideration for inclusion in the ICAO work plan.

### *ICCAIA's recommendations were taken up by the Assembly as concrete actions*

A key message from States attending the 41st ICAO Assembly was the important role that aviation plays in achieving global sustainable development. Taking new steps to recognize and strengthen the role of air connectivity in their strategic planning and policies, governments agreed that the long-term investment frameworks are needed to modernize aviation infrastructure and air navigation services globally. The Assembly reaffirmed its commitment to the achievement of the United Nations 2030 Agenda for Sustainable Development and supported continued efforts for advocating for aviation as a strong contributor to the UN Sustainable Development Goals.

The Assembly also recognized that fundamental to achieving many air transport objectives, innovation is needed both in industry and through new cooperation mechanisms to realize greater efficiencies in ICAO's standards development process, to support early implementation. It also highlighted the role of ICAO in supporting Member States' efforts to streamline certification and audit processes in order to facilitate the uptake and operation of innovations.

Innovation related topics such as Advanced Air Mobility and Future Skies were also discussed in many papers, resulting in agreements to develop technology and regulatory roadmaps and engage with all stakeholders to ensure a holistic approach to these topics. This was coupled with strong support for the continued need for the recovery and resilience of aviation through cybersecurity, protection of CNS, technical cooperation, resilience of the workforce and training.



*Mike Muller and Jan Pie, ICCAIA's Vice Chair and Chair*

# ICCAIA 50TH ANNIVERSARY CELEBRATION

On the 26th of September 2022, ICCAIA celebrated its 50th Anniversary at a event sponsored by Airbus, Boeing and Bombardier.

The celebration was held at the InterContinental Montreal Hotel on the eve of the 41st General Assembly of the International Civil Aviation Organization (ICAO), in the presence of Mr. Jan Pie, ICCAIA's Chairman and Director General of ASD, Mr. Salvatore Sciacchitano, President of ICAO, Mr. Stéphane Paquet, CEO of Montreal International, dignitaries from ICAO member states and guests from the aerospace industry as well as members of the ICAO Secretariat.

In his opening welcome remarks, Jan Pie reflected on the growth of ICCAIA in the past 50 years, from its beginning in 1972 to the global organization representing manufacturers and service providers from regions across the world with a permanent, active presence in Montreal today.

He also recognized the constructive and productive relationship with ICAO, with ICCAIA's members participating in over 50 panels and working groups, the ICAO Council and ANC, and participants in many events. He thanked the sponsors for supporting the event, and wrapped up by celebrating ICCAIA's formal recognition as an International Organization by the Government of Quebec.

Music was provided by Replay the Beatles, and participants enjoyed food, drinks and dancing into the evening.



CELEBRATING ICCAIA'S 50<sup>TH</sup> ANNIVERSARY



## About ICCAIA

ICCAIA's members are engaged in the design, development, manufacture and in-service support of aeronautical and space products and technologies, including related ground-based systems and services. Recognized by the International Civil Aviation Organization (ICAO), ICCAIA provides an avenue for the world's aerospace manufacturers and service providers to offer their industry expertise toward the development of the international standards and regulations necessary for the safety, security, efficiency and sustainability of air transport. [www.iccaia.org](http://www.iccaia.org)

## ENVIRONMENT

The ICAO General Assembly adopted a package of environmental measures, marking a significant milestone in environmental protection. Of particular importance was the adoption of a Long Term Aspirational Goal for carbon reduction that aligns with the industry's own ambition to achieve Net Zero operations by 2050. ICAO's agreement, covering both the LTAG and an adaptation to the CORSIA Market Based Measures scheme is a strong signal of leadership in the fight against climate change by the civil aviation sector. ICCAIA provided technical contributions to the LTAG report across all areas of technology, operations, fuels and market impact assessment, with over 70 experts providing inputs.

The LTAG report contains a technology roadmap, endorsed by manufacturers, that describes what technologies will become available in which market segments and when. As presented in our Assembly working paper, ICCAIA called on ICAO to adopt the technology roadmap defined in the LTAG report and develop a parallel regulatory roadmap for certification, airworthiness and operations to enable manufacturers to develop those technologies to globally agreed standards and bring them to market.



*The President of the ICAO Council and the President of the Assembly celebrate the agreement reached on the LTAG with ICAO's Secretary General, Director ATB and Deputy Director, Environment*

## INNOVATION

The cornerstone of ICCAIA's advocacy efforts at the Assembly centred around our Working Paper on policymaking and processes for innovation, which was very well received by a number of States and has been carried forward into ICAO's work program. Several States acknowledged that the industry is developing new technologies rapidly, across multiple areas and with activity from non-traditional actors, leading to agreement to develop a regulatory roadmap for innovation.

There were several key outcomes from the discussions that will advance innovation both in the industry and in the working methods of ICAO, including support for the on-going work by ICAO of a process called 'Direct Submission' which allows external parties to bring forward more completely formed proposals on Standards and Recommended Practices (SARPs) to save both time and resources from ICAO's Secretariat.

Recognizing the challenges raised in ICCAIA's paper on applicability dates for new standards, the Assembly requested that the ICAO Council should evaluate the root causes of global challenges in meeting specified applicability dates, identify and define the types of SARPs that should be considered, and identify, apply and prototype process improvements including a phased approach to major changes.

The Industry Consultative Forum will be continued to allow an exchange between industry leadership and the ICAO Council on strategic innovation topics. ICCAIA also continues to advocate that ICAO centres attention on outcomes-focused and flexible SARPs to be able to anticipate and enable innovative technologies and operations.

A final element, that is important not only in production but also for innovative support and services activities, will be principles of equivalence to streamline certification and audit processes.

The agreement by ICAO to further examine and move forward on all of these elements has also facilitated the acceptance of a number of our other papers put forward to the Assembly since the recommendations will be applicable for many of our forward-looking topics.

## CNS AND SPECTRUM

The Assembly supported ICCAIA's working paper on **CNS and Spectrum**, which highlighted the importance of a mechanism and engagement from industry to ensure the foreseen ICNSS roadmaps and concepts to be addressed across all ICAO activities. It also highlighted the need for greater engagement with ITU and adopted a new 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, including a new appendix on ensuring the resilience of ICAO CNS/ATM systems and services.

## UAM/AAM AND AIRSPACE

The topic of Advanced Air Mobility (AAM) was discussed in many different papers. ICCAIA's paper on **Legal and Societal Stakes for the Emerging Air Mobility in Metropolitan Areas** resulted in a recommendation to request ICAO to consider engaging with the appropriate government entities related to the operation of urban air mobility (UAM), within the context of ICAO's upcoming work on advanced air mobility. The Air Navigation Commission is working on the creation of a Study Group to take a holistic view on AAM to ensure a coordinated approach across all areas of aviation.

## REGIONAL AIRCRAFT SAFETY

Safety levels in the operation of regional aircraft – both turboprops and regional jets – still significantly lag behind the levels achieved in international operations. Levels of regulatory oversight, training of both air crew and maintenance personnel and the availability of precision navigation aids at regional airports should be implemented to achieve the same levels of safety for regional operations as their international counterparts. ICCAIA's paper highlighted these facts, calling upon ICAO to update the text of Resolutions prepared at the 37<sup>th</sup> General Assembly in 2010.

We are pleased to report that uptake on these actions has been swift. Work has already started on consideration for regional safety operations in the Global Aviation Safety Plan (GASP) for the next triennium. Several items will be considered, including placing safety for regional aircraft operations as a high priority, engaging with stakeholders to further analyze available data, to identify areas of focus and new impetus to implement approach procedures with vertical guidance. ICCAIA manufacturers of regional products have already engaged in the process and will continue to provide inputs to this important piece of work as the program develops.

## HEALTH, FACILITATION AND CRISIS RESPONSE

The Assembly considered many papers dealing with the outcomes of the High-Level Conference on COVID-19 including numerous calls for the rapid implementation of the outcomes. ICCAIA and ACI intervened to support the resolution on this item, highlighting the need for a crisis response framework and harmonization of measures.

ICCAIA's own paper on an **Integrated Approach to Health, Facilitation and Crisis Response** was well supported by States. Action items and resolutions to create a crisis response framework including health measures were recorded under both the HLCC outcomes and Facilitation agenda items, so we can look forward to work commencing on this topic in the near future. ICCAIA's new Committee will be taking a lead on CAPSCA, Facilitation and Crisis response – please let us know if you would like to be part of the group.



*The ICCAIA team in the Assembly Hall*

## ICCAIA

### Returning to Normal

As the travel impacts of the COVID-19 pandemic begin to fade, ICCAIA's Committees are resuming their normal mode of operation. Ahead of the ICAO Committee on Aviation Environmental Protection (CAEP) parallel meetings on emissions and noise, twenty-five members of the ANEC came together from across the globe to meet and develop strategic positions on Sunday October 16<sup>th</sup> in Montreal.



The current 3-year CAEP cycle will be an especially important one for manufacturers. With the Long Term Aspirational Goal (LTAG) having been agreed at Assembly, focus now shifts to the setting of both a new noise standard and a new aeroplane CO2 certification standard. In a first for CAEP and for manufacturers, evaluation of both standards will be performed as part of a 'dual-stringency' setting process whereby noise and CO2 will be evaluated with a particular focus on trades and interdependencies. More information will be provided as the process continues.

## GENDER EQUALITY IN AVIATION



*Nina Brooks speaking at IAWA Connect*

During the Assembly, there was unequivocal support for the revised Assembly Resolution on a more holistic approach to achieving gender equality in aviation. Countries have encouraged ICAO, Member States, industry, and all stakeholders to demonstrate greater ambition and intensified action in their human resources policies for a gender-balanced workforce, to set out goals and measurable targets to minimize the gender gap, and to devote more resources to achieving these goals.

ICCAIA was also delighted to participate in a panel discussing diversity, gender equality and sustainability, hosted by International Aviation Womens Association (IAWA) and International Air Transport Association (IATA).

We are looking forward to putting discussions into action and participating at the IAWA Annual Conference in Lisbon in November.

## ACKNOWLEDGEMENTS

ICCAIA would like to sincerely thank all of the contributors to this newsletter, the Committee Chairs and Working Group leads. We would welcome contributions from all members for future issues.

Please let us have your feedback and ideas for future topics at [info@iccaia.org](mailto:info@iccaia.org)



## MEET ICCAIA'S BOARD MEMBERS

Mr. Mike Mueller

Mr. Mike Mueller, President & Chief Executive Officer of Aerospace Industries Associations of Canada - AIAC - is ICCAIA's Permanent Vice Chair. He accepted our interview and we are happy to share with you hereafter his answers.

**Q. How would you describe yourself?**

A. I would describe myself as being hard working and committed to ensuring the aerospace industry thrives and succeeds.

**Q. What attracted you to aviation/aerospace?**

A. I was attracted to aerospace because of its decades-long history as being a forward thinking, innovative industry.

**Q. What are you most passionate about?**

A. I am passionate about building this industry and raising its profile. There are so many tremendous accomplishments to be proud of and I'm committed to ensuring we have the policy and political support for this industry so it can thrive into the future.

**Q. What, in your view, is the biggest challenge facing aviation right now?**

A. Labour market concerns. This is definitely front and centre. Ensuring Canada's competitive advantage is retained and we have the next generation of aerospace workers and talent is a major focus.

**Q. What excites you about the future of aviation?**

A. I am definitely excited about the endless possibilities. This is a global industry and international cooperation and collaboration has been crucial. I see more of this in the future and I'm excited to represent Canada's interests.

**Q. What has been the highlight with AIAC?**

A. We've worked hard to ensure progress on policy files, including securing support for the industry due to the impacts of COVID19. Securing these wins for the industry has been important. I'm proud of the relationships we've built and results we've delivered. This has definitely been a highlight.

**Q. What are you looking forward to the most in the next year?**

A. Continuing to see ICCAIA evolve and continuing to see the incredible innovations that our world-leading companies are developing.

## CALENDAR

01-3 November	Abu Dhabi	Middle East Region DGCA Meeting
14-17 November	Montreal	Drone Enable
07-10 November	Montreal	RPAS-Symposium/2022
07-11 November	Montreal	Airworthiness Panel AIRP/9
09-11 November	Lisbon, Portugal	IAWA Annual Conference - ICCAIA presenting
06-18 November	Sharm el-Sheikh, Egypt	COP27 meeting
14-25 November	Montreal	Personnel Training and Licensing Panel PLTP/3
28 November	Virtual	ANC Talk on Spectrum
28 November-02 December	Montreal	Flight Operations Panel FLTOSP/9