



International Coordinating Council of
Aerospace Industries Associations

Newsletter

Roundup of 2022 activities

A WORD FROM OUR CHAIR



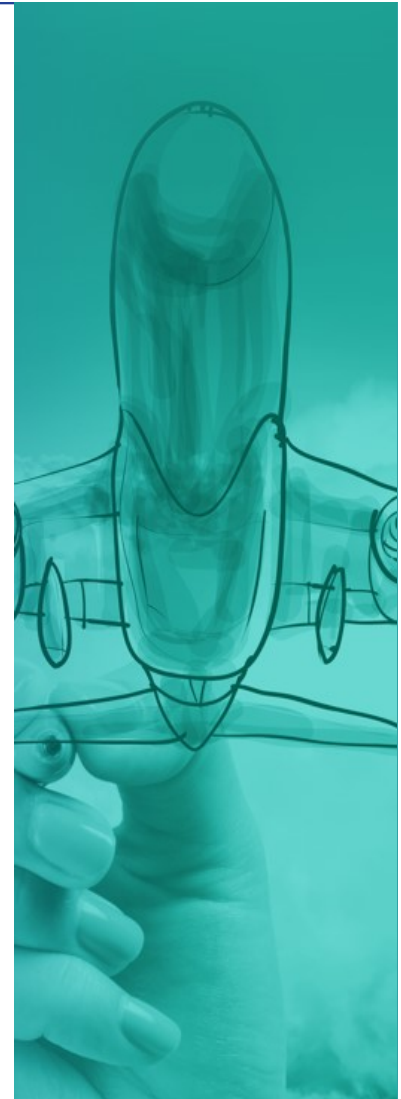
As the returning chair of ICCAIA, I would like to wish all our members and readers a happy and healthy new year. Starting January 1, 2023, and for the next two years, I have retaken the reins from Jan Pie, Director General of ASD, who led ICCAIA with distinction for the last two years. Jan navigated challenges and created exciting new opportunities for our industry globally, and we are stronger because of his leadership.

In this edition of the newsletter, we will look back at 2022, with reports from each of our committee chairs on their hot topics and achievements. It was a busy year, culminating with the 41st ICAO General Assembly, which resulted in many successful outcomes for the manufacturing and services industry and generated new priorities for our industry to address in the coming years.

I would also like to take this opportunity to introduce my Civil Aviation team at the Aerospace Industries Association (AIA) in Washington, DC, with whom you will no doubt become familiar during my tenure as chair. [David Silver](#) is Vice President for Civil Aviation; with expertise in aviation safety, certification, sustainability, and emerging technologies, David plays an active role on ICCAIA's Strategy Committee. [Simone R. Pérez](#) is Senior Director for Civil Aviation and an aviation policy expert with over a decade of experience in the U.S. Congress, who works closely with the ICCAIA team on a day-to-day basis. [Dr. Mark Sudol](#) is Director of Environmental Policy, bringing expertise in environmental science and engineering and operational flight experience, and finally [Karina Perez](#) is Director for Unmanned and Emerging Aviation Technologies, who will also be working with the ICCAIA team on many of the complex emerging issues facing the industry.

I wish all of ICCAIA's members, industry, and government partners a successful 2023, and I look forward to working with you and the ICCAIA team to advance ICCAIA's strategy during my time as chair.

Eric Fanning, Chair, ICCAIA
& **President and Chief Executive Officer of the Aerospace Industries Association (AIA)**



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SPECIAL POINTS OF INTEREST

ICCAIA welcomes CSAA
COP 27 Outcomes

COMMITTEE REPORTS

STRATEGY COMMITTEE

Throughout the meetings of the Strategy Committee held in 2022, the overriding theme has been the preparations for, and implementation of outcomes from the 41st ICAO General Assembly. In total, 15 papers were submitted by ICCAIA. In parallel, an extensive review of papers submitted by other parties was conducted and issues highlighted for the Committee's attention. The method of preparation has seen successful results, with all of ICCAIA's papers being taken up or adopted in some form or another in the ICAO system.

The early part of the year saw the Committee review and revise the ICCAIA 5-Year Strategy, taking account of progress through the pandemic and of consequent changing priorities, for validation by the ICCAIA Board. Ultimately, this process has led to the agreement by both the Strategy Committee and the Board of Directors to create a new, permanent committee of ICCAIA to tackle health, facilitation and crisis response, which will be chaired by Nicolas Bardou (Airbus). In a particularly challenging year, the Strategy Committee also oversaw the management of issues around Russian participation in

ICCAIA, management of associated international sanctions and update of ICCAIA's By-laws and Code of Conduct to support integration of new members whilst being better equipped to manage membership crisis situations in the future.

The Committee has continued its role as the venue for the other standing Committees to bring their own issues for discussion, validation or resolution throughout the year. Such topics have included the delay to the implementation date for Autonomous Distress Tracking (ADT) and issues around 5G and Spectrum. The Committee also supported the re-branding of ICCAIA and the launch of a new website and social media presence.

Once again, the Committee received praise from the Board of Directors for performing an excellent job of managing complex dossiers ahead of Board Meetings that allowed for streamlined discussions and ratification of recommendations already attained by consensus at the Strategy Committee.

NOISE AND EMISSIONS (ANEC)

The ANEC began 2022 in preparation for CAEP/12, ICAO's first virtual CAEP meeting in February. The end of the meeting marked the transition of the ANEC Chair from Arnaud Bonnet (Embraer, AIAB) to Eric Upton (Gulfstream, AIA) and the elevation of Mark Huisling (Bombardier, AIAC) and Olivier Husse (Airbus, ASD) to Vice-Chairs. 2022 also marked the ANEC's expansion outside of ICAO for the first time.

The ANEC expanded into more general climate issues as ICCAIA joined the UNFCCC as an observer. Building on work at ICAO in support of the Long-Term Aspirational Goal for carbon reduction from international aviation (LTAG), this culminated in ICCAIA's first appearance at COP-27 in Egypt with a small delegation. Additionally, ANEC has formed a group focused on more specific concerns regarding organic pollutants, placing ICCAIA as a member of both the Stockholm and Basel Conventions on organic pollutants and the distribution of hazardous wastes.

ANEC members continued to support work at ICAO, returning to in-person meetings as ICAO meetings began transitioning away from pandemic-mandated virtual attendance and back to in-person or hybrid meeting arrangements. At a high level, this meant ANEC participation at the ICAO high-level meeting on the LTAG and at 41st Assembly, but it also included a return to work at the technical levels, with in-person support at nearly all the CAEP working groups.

Primary issues included the LTAG and regulation of new technologies, work on an integrated noise/CO₂ stringency, new concerns within the Basel and Stockholm conventions, and the ICCAIA reaction to the war in Ukraine and associated sanctions.



CAEP SG 2022

COMMITTEE REPORTS

AIRWORTHINESS

The Airworthiness Committee, chaired by Scott Pepper (Boeing, AIA) and supported by Dan Burns (De Havilland, AIAC), had a busy year dealing with both immediate tactical issues and developing strategic positions for the ICAO General Assembly and numerous ICAO Panels.

The Ad Hoc Working Group on COVID-19 Response transitioned at the beginning of the year to the Health and Facilitation Ad Hoc Group, which became a new ICCAIA Committee in 2023 in recognition of the ongoing challenges faced by the industry in dealing with both health and broader crisis management.

The Committee developed guidance for the implementation of the recently adopted amendment to Annex 6 that established a revised applicability date for the equipage of autonomous distress tracking capability for aeroplanes involved in international commercial operations.

The Committee also supported the development of working papers for the ICAO 41st Assembly related to direct submission, SARPS applicability, extended

minimum crew operations, aviation safety for regional operations, approval for specialized firefighting aircraft, and halon replacement.

Membership of the ICAO group working on the Global Aviation Safety Plan (GASP) has been expanded to include regional aircraft manufacturers, looking specifically at the safety targets raised during the Assembly.

Two further key topics under the ICAO Airworthiness Panel are the recognition of type certificates to reduce duplicate certification activity, and recognition and reduction of duplication of approved maintenance organization surveillance. This latter work is supported by a small group of MROs under the Airworthiness Committee and is expected to come to fruition in 2023.

Ongoing work includes safety management, airport development, certification, personnel licensing and training and equipage. Members of the Committee are also anticipated to participate in activities around Advanced Air Mobility and Integrated Risk Management in 2023.

SECURITY

The Security Committee, chaired by Xavier Depin (Airbus, ASD) and supported by Sean Sullivan (Boeing, AIA), was affected by the difficulty of restarting operations following the health crisis. Work has nevertheless resumed and it is hoped that the momentum regained at the end of 2022 will be maintained and even increased.

An important milestone in 2022 was the reaffirmation by ICAO Member States, at the 41st General Assembly, of the importance and urgency of addressing aviation security (including cyber security) and the adoption of the resolutions on both topics.

An important change during the year was also the restructuring of ICAO's cyber security activities. The Secretariat Study Group on Cyber Security (SSGC) transformed into a Cyber Security Panel (CYSECP), which held its launch meeting in May and has since held one working session of its two sub-groups.

Work also progressed on finalizing the transformation of the Trust Framework Study Group (TFSG) into a panel, the launch meeting of which will be held at the end of March in 2023.

The work undertaken jointly with IATA through the information exchange Restricted Forum has been looking at the management of cyber security risks in connection with aircraft operations and will continue in 2023. On the physical security side, a member of the security committee made a presentation at the ICAO Innovation Fair 2022 on the theme of 'the promise of Open architecture'. ICCAIA also nominated a new official observer to the Aviation Security (AVSEC) Panel. We will be looking forward to taking the topic of Integrated Risk Management forward this year.

COMMITTEE REPORTS

COMMUNICATION, NAVIGATION, AND SURVEILLANCE / AIR TRAFFIC MANAGEMENT (CNS/ATM)

The CNS/ATM Committee is led by Claude Pichavant (Airbus, ASD), supported by Tim Murphy (Boeing, AIA), and is involved in many panels and working groups at ICAO, with over a hundred experts from ICCAIA participating.

In 2022, activities focused around several key themes, such as digitization of aviation, demand for airspace access and rising demand for resources.

The CNS/ATM committee presented various Working Papers during the Assembly dealing with subjects such as Wake Energy Retrieval, Next Era of Air Traffic and Airspace Management, and a Roadmap for Integrated CNS and Spectrum. All ICAO panels and working groups are continuing full work programs; among the landscape of the CNS/ATM subjects, two main items can be underlined;

CNS resilience to Interference

The concern regarding interference on CNS is increasingly reported by Airworthiness Authorities, Air Navigation Service Providers, Operators and Airframers, the occurrences of interference against CNS systems and global navigation satellite system (GNSS), in particular, have significantly increased; more recently 5G C-Band deployment in the USA lead to the Radio Altimeter retrofit of tens of thousands of aircraft.

Another reported effect close related to interference is the so called spoofing (Counterfeit signals) of GNSS data. The ICAO Assembly recognized also the importance and urgency of globally addressing the cyber-security and cyber resilience of civil aviation' critical systems.

Members of the CNS/ATM Committee briefed the Air Navigation Commission (ANC) about Frequency Spectrum aspects during an ANC Talk and a presentation was provided to the ICAO Commissioners.

This interference item is closely linked to the ICNSS activity for which a Resolution was adopted, clearly the industry has a role to play to provide its expertise on this globally sensitive subject.

True North Navigation

An initiative to study the feasibility of moving from Magnetic to True Reference for air navigation has been proposed by NAV Canada for consideration by ICAO stakeholders. An ad-hoc group was created under the CNS/ATM group to provide its views with associated impacts and possible timeline. A white paper is being developed to identify all repercussions of such implementation.

ICCAIA @IAWA

In September, ICCAIA took part in International Women in Aviation's (IAWA) Annual Conference. Nina Brooks spoke about the outcomes of the 41st General Assembly, covering both technical topics and the drive toward diversity and inclusion and workforce issues. ICCAIA was joined by many manufacturers at the meeting which provided a great opportunity to exchange ideas. Looking forward to 2023, we see many opportunities in this area and plan to actively participate in ICAO's Gender Summit in July.



CALENDAR JANUARY - AUGUST 2023

Dates	Meeting	Notes
21 February 2023	ICCAIA 2023 Annual General Meeting of Members	ICCAIA
13-17 March 2023	Twenty-first meeting of the Remotely Piloted Aircraft Systems Panel	ICAO HQ
21 March 2023	First 2023 Meeting of the Board of Directors of ICCAIA	ICCAIA
27-31 March 2023	Second Meeting of the Cybersecurity Panel	ICAO HQ
10-14 April 2023	Seventeenth Meeting of the Civil Aviation Authorities of the South American (SAM) Region	ICAO-Santiago de Chile
24-28 April 2023	Seventh meeting of the Air Traffic Management Operations Panel	ICAO HQ
25-28 April	Aviation Data and Analysis Panel	ICAO HQ
02-04 May 2023	2023 ICAO Stocktaking on CO2 emissions	ICAO HQ
8-12 May 2023	Sixth meeting of the Safety Management Panel	ICAO HQ
8-19 May 2023	Fourth meeting of the Separation and Airspace Safety Panel	ICAO HQ
14-18 May 2023	Air Navigation Planning and Implementation Regional Group, Middle East Region - Regional Aviation Safety Group, Middle East Region	ICAO-Oman
23-25 May	Air Transport Regulation Panel	ICAO HQ
23-26 May 2023	Eighth meeting of the Accident Investigation Panel	ICAO HQ
29 May-2 June 2023	Thirty-fourth Meeting of the Aviation Security Panel	ICAO HQ
30 May-2 June 2023	Global Implementation Support Symposium	ICAO-Seoul
5-9 June 2023	Fifth meeting of the Air Traffic Management Requirements and Performance Panel	ICAO HQ
5-7 June 2023	Regional TRIP Symposium	ICAO-Kazakhstan
19-23 June 2023	Directors General of Civil Aviation - European and North Atlantic Region	ICAO-Paris
20-22 June 2023	Directors General of Civil Aviation - North American, Central American and Caribbean Region	ICAO-Varadero
4-7 July 2023	Third ICAO Conference on Aviation and Alternative Fuels CAAF Pre-Meeting	ICAO HQ
5-7 July 2023	Second Global Aviation Gender Summit	ICAO-Madrid
29-31 August 2023	Air Navigation World	ICAO HQ

ICCAIA WELCOMES CSAA

ICCAIA is pleased to announce that the Chinese Society of Aeronautics and Astronautics (CSAA) has joined ICCAIA as an Associate Member.



中国航空学会

Chinese Society of Aeronautics and Astronautics

CSAA was founded in 1964 by a group of aeronautical scientists led by Qian Xuesen (1911-2009, also known as Tsien Hsue-Shen). Over the past six decades, it has committed to facilitating the advancement of aeronautical sciences and aviation industry through a variety of activities.

CSAA has over 300 corporate members and over 110,000 registered individual members. There are 47 technical committees, covering nearly all aeronautical disciplines, 14 work committees and 3 special committees for steering its activities in academic exchange, international cooperation, talents recommendation, science popularization, education and training, science & technology consulting, achievements evaluation and appraisal, publication, conference and exhibition, degree thesis evaluation, UAS and awarding, etc.

It organizes over 100 activities every year. Eight member stations have been established in districts with high member density to provide better services. Besides, 20 local societies have been established all around China.

CSAA sponsors 8 journals, namely, Aerospace Knowledge, Aerospace Knowledge Youth, Acta Aeronautica Et Astronautica Sinica, Chinese Journal of Aeronautics, Journal of Aerospace Power, Journal of Aeronautical Materials, Advances in Aeronautical Science and Engineering and Guidance, Navigation and Control.

CSAA has developed cooperation with its counterparts in the U.S., Russia, U.K., Japan, South Korea, Australia, Switzerland, Czech and Israel and is a full member society of the International Council of the Aeronautical Sciences (ICAS). For more information, please visit CSAA Website: [中国航空学会 \(csaa.org.cn\)](http://www.csa.org.cn)

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.

Find out more on www.iccaia.org

Vice Presidents and
Permanent Representatives to ICAO



Dan Carnelly

Executive
Assistant



Nina Brooks



Sandrine Kanakri

COP 27 OUTCOMES



From left to right: Brian Moran (Boeing), Rachael Everard (Rolls-Royce) and Olivier Husse (Airbus)

For the first time in ICCAIA's history, a delegation of three ICCAIA representatives attended the UNFCCC-COP held in Sharm El-Sheikh, Egypt, from 6th to 18th November 2022 following our successful accession as an Observer earlier in the year.

Discussions centered around the need to limit global warming to 1.5C and, whilst aviation was not at the center of discussions at this COP, Sustainable Aviation Fuels were a significant focus of a number of side-events.

ICCAIA's delegates participated in these discussions alongside other aviation stakeholders including ATAG, Etihad, Delta Airlines Heathrow Airport and the Port of Seattle. The main outcome of the meeting, that we will need to monitor very closely going forward, is the agreement to create a "Loss and Damage Fund" to support developing countries address climate change impacts. Work will continue on the modalities and structure of the Fund with the aim to have a proposal that can be adopted at this year's COP at the end of the year in Dubai.

About the COP

The United Nations Framework Convention on Climate Change - Congress Of Parties (UNFCCC-COP) meets on an annual basis to discuss the impacts of climate change and associated mitigation measures.

Stakeholders range from States to industry Observers, with a significant presence and influence from civil society. It has been responsible for such historic agreements as the Kyoto Protocol and the Paris Agreement to limit global warming. Whilst international aviation activities are delegated by the UN to ICAO, and so are excluded from the UNFCCC remit, emissions from domestic aviation and from industrial plant are contained within each State's commitments towards the COP - the so called 'Nationally Determined Contribution'.



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