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**NOTE**

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From: General Secretariat of the Council  
To: Delegations

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No. prev. doc.: 6683/26

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Subject: EU coordination for the 237<sup>th</sup> session of the ICAO Council  
– Presidency compromise on policy items

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In view of the meeting of the Working Party on Aviation on 12 March 2026, delegations will find, in Annex, a Presidency compromise for EU coordination at the 237<sup>th</sup> session of ICAO Council on agenda items regarding policy. This compromise complements the compromise text set out in the Annex of ST 6861/26 that covers items of the agenda of the 237<sup>th</sup> session of ICAO Council falling within the scope of Council Decision (EU) 2023/746 or Council Decision (EU) 2016/915.

Changes compared to the Information Note submitted by the Commission are highlighted in ~~striketrough~~ and **bold underlined**.

**INFORMATION NOTE**

**Preparation for the 237<sup>th</sup> Session of the ICAO Council**

**23 March to 2 April 2026**

This document is presented by the Commission on the basis of the existing agenda<sup>1</sup> and currently available relevant information in view of establishing the EU position for preparation of the 237<sup>th</sup> Session of the ICAO Council<sup>2</sup> 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 ~~proposing an EU Position~~:

**1. In the area of All Strategic Goals**

- Review of Assembly Resolutions and Decisions

**2. In the area of Every flight is safe and secure**

- ~~Adoption of Amendment 49 to Annex 2 — Rules of the Air~~
- ~~Adoption of Amendment 63 to Annex 4 — Aeronautical Charts~~
- ~~Adoption of Amendment 51 to Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes~~
- ~~Adoption of Amendment 43 to Annex 6 — Operation of Aircraft, Part II — International General Aviation — Aeroplanes~~
- ~~Adoption of Amendment 27 to Annex 6 — Operation of Aircraft, Part III — International Operations — Helicopters~~
- ~~Adoption of Amendment 1 to Annex 6 — Operation of Aircraft, Part IV — International Operations — Remotely Piloted Aircraft Systems~~

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<sup>1</sup> C-WP/15764 REV1 (18/12/2025) completed with emails of the President of the ICAO Council.

<sup>2</sup> Dates for the 237<sup>th</sup> Council Session: Committee phase from 26 to 30 January 2026 and 9 to 20 February 2026; and Council phase from 23 March to 2 April 2026.

- ~~Adoption of Amendment 95 to Annex 10 — Aeronautical Telecommunications, Volume I — Radio Navigation Aids~~
- ~~Adoption of Amendment 95 to Annex 10 — Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS Status~~
- ~~Adoption of Amendment 94 to Annex 10 — Aeronautical Telecommunications, Volume III — Communication Systems~~
- ~~Adoption of Amendment 92 to Annex 10 — Aeronautical Telecommunications, Volume IV — Surveillance and Collision Avoidance Systems~~
- ~~Adoption of Amendment 55 to Annex 11 — Air Traffic Services~~
- ~~Adoption of Amendment 45 to Annex 15 — Aeronautical Information Services~~
- Review of the report of the thirtieth meeting of the Dangerous Goods Panel (DGP/30)
- Halon Replacement
- SARPs Applicability Dates Challenges
- Global Navigation Satellite System (GNSS) Radio Frequency Interference (RFI)
- New Governance Framework for the AFI Plan, the AFI SECFAL Plan and the Human Resources Development Fund (HRDF)

### **3. In the area of Aviation is environmentally sustainable**

- ~~Adoption of Amendment 2 to Annex 16 — Environmental Protection, Volume IV — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)~~
- Update on the ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG
- Results of the Committee on Aviation Environmental Protection (CAEP) Steering Group meeting
- Environmental protection – Recent developments in ICAO and other United Nations bodies and international organizations
- ~~Update on the work on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)~~
- ~~Recommendations by the Technical Advisory Body (TAB) on CORSIA eligible emission units~~

#### 4. In the area of the Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All

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

~~It can be noted that through participation and contribution to the associated ICAO work on the different files, as well as the coordinated review and responses to ICAO State Letters, alignment with EU policies, rules and provisions (where relevant and appropriate) has been sought. ICAO Council deliberations on proposed Annex amendments serve the purpose of facilitating a decision on their eventual incorporation into the respective Annexes. Each ICAO Council decision, once adopted, is subject to the so-called ICAO "State Letter" consultation, which concludes the procedure regarding proposed amendments to Annexes.~~

~~Union positions in bodies set up by agreements and called upon to adopt acts having legal effect require a decision under Article 218(9) TFEU by the Council.~~

~~On 28 March 2023, the Council adopted Council Decision (EU) 2023/746<sup>3</sup> on establishing the criteria and the procedure for establishing the position to be taken on the European Union's behalf within the International Civil Aviation Organization as regards the adoption of, or amendments to, international standards and recommended practices, and the notification of differences with respect to adopted international standards (so-called "umbrella decision"), which was subsequently amended by Council Decision (EU) 2025/2624<sup>4</sup>. This umbrella decision provides for a simplification of the procedure under Article 218(9) TFEU on the establishment of Union position as regards the adoption of, or amendments to, international standards and recommended practices and the notification of differences with respect to adopted international standards. The present Information Note includes several items that fall under the scope of the above referred "umbrella decision".~~

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<sup>3</sup> Council Decision (EU) 2023/746 of 28 March 2023 establishing the criteria and the procedure for establishing the position to be taken on the European Union's behalf within the International Civil Aviation Organization as regards the adoption of, or amendments to, international standards and recommended practices, and the notification of differences with respect to adopted international standards, OJ L 99, 12.4.2023, p. 7.

<sup>4</sup> Council Decision (EU) 2025/2624 of 15 December 2025 amending Decision (EU) 2023/746 as regards the extension of the period of its application and as regards its Annex, OJ L, 2025/2624, 19.12.2025.

It is recalled that the position to be taken in ICAO bodies by the Member States on behalf of the Union with regard to the adoption of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) is defined in Council Decision (EU) 2016/915 of 30 May 2016<sup>5</sup> as amended by Council Decision (EU) 2020/768 of 9 June 2020<sup>6</sup>. In that regard, information notes to further supplement and refine have been issued following the 39<sup>th</sup> ICAO Assembly in 2016.

The section on environmental protection of the present Information Note is covered by the Union position as provided for in Decision (EU) 2016/915 following which (Article 2):

*“The Commission shall keep the relevant Council bodies fully informed of the ongoing discussions on the single global MBM. In order to maintain the consistency of the Union's position and the proper application of the terms of the Annex, the Commission shall, throughout the process, transmit to the relevant Council bodies preparatory documents setting out the detailed position, whenever this is necessary, in view of the developments within the ICAO bodies, for consideration and approval, particularly during and after the 208<sup>th</sup> ICAO Council. Taking into account the progress at ICAO, the relevant Council bodies shall further elaborate their position, in particular as regards the future of the relevant Union legislation within that ICAO framework.”*

The present Information Note covers no item that pertains to a decision (to be adopted by an ICAO body) having legal effects on the Union ~~except for those covered by the areas referred to above.~~

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 the some~~ identified items featuring on the agenda for the 237<sup>th</sup> ICAO Council. ~~These positions shall be expressed by the Member States~~ **of the Union that are members of the ICAO Council are bound by the duty of sincere cooperation in accordance with Article 4(3) TEU, in representing these positions,** 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 exclusive**

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<sup>5</sup> [Council Decision \(EU\) 2016/915 of 30 May 2016 on the position to be taken on behalf of the European Union with regard to the international instrument to be drawn up within the ICAO bodies and intended to lead to the implementation from 2020 of a single global market based measure for international aviation emissions \(europa.eu\), OJ L 153, 10.6.2016, p. 32.](#)

<sup>6</sup> [Council Decision \(EU\) 2020/768 of 9 June 2020 amending Decision \(EU\) 2016/915 as regards the reference period intended to be used for measuring the growth of CO<sub>2</sub> emissions, to take account of the consequences of the COVID-19 pandemic in the context of CORSIA, OJ L 187, 12.6.2021, p. 10.](#)

**EU competence but coordination among Member States is still seen as beneficial, coordinated positions are established.**

Refinement of the positions may be agreed to, in light of the developments at the 237<sup>th</sup> session of the ICAO Council, by Member States represented in the ICAO Council and the Representative of the EU to ICAO during on-the-spot coordination meetings.

## ANNEX

### 237<sup>th</sup> 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 42<sup>nd</sup> ICAO Assembly.

#### PART II – DETAILS

#### 1. ITEMS RELATING TO ALL STRATEGIC GOALS

- **Review of Assembly Resolutions and Decisions (C-WP/15787)**

##### Background

The 42<sup>nd</sup> Session of the ICAO Assembly (A42), held from 23 September to 3 October 2025 adopted 32 resolutions and several decisions, which were reviewed for ICAO actions by the Secretariat. The ICAO Business Plan (BP) 2026-2028, Triennial Operating Plan (TOP) and Performance Monitoring Framework (PMF) have been updated, incorporating A42 resolutions and decisions, and indicating the funding status and revised targets, based on the level of approved Regular Budget and confirmed extrabudgetary resources.

##### Union position

**Insofar as issues of EU exercised competence are concerned,** Support the inclusion and implementation of **the corresponding** resolutions and decisions adopted by the 42<sup>nd</sup> Session of the ICAO Assembly, in line with the EU priorities at the Assembly.

#### 2. ITEMS RELATING TO EVERY FLIGHT IS SAFE AND SECURE

- ~~Adoption of Amendment 49 to Annex 2 — Rules of the Air (C-WP/xxx)~~

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

## **Background**

~~The ICAO Council will be invited to adopt the amendment to Annex 2 regarding consequential changes to the definition for area navigation. The proposed amendment concerns deletion of obsolete references related to downstream clearances, updating a reference to guidance material related to controller-pilot data link communications (CPDLC) and a consequential amendment to the definition of area navigation (RNAV) and performance-based navigation (PBN). In particular, the definition will be updated to clarify that all area navigation operations should be included in the PBN concept.~~

~~The proposed amendment is envisaged for applicability on 26 November 2026. EASA had issued recommendation for the State Letter to support the reply of Member States.~~

~~The proposed amendment requires the review and potentially the revision of relevant requirements of Regulation (EU) No 923/2012 (SERA) as well as Regulation (EU) 2017/373.~~

## **Union position**

~~Support the adoption of the proposed Amendment.~~

~~The position to be taken on the Union's behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.~~

~~In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746 as amended.~~

### ~~• Adoption of Amendment 63 to Annex 4 — Aeronautical Charts (C-WP/xxx)~~

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

## **Background**

The ICAO Council will be invited to adopt the amendment to Annex 4 regarding consequential changes to the definitions for area navigation and performance based navigation. The proposed amendment addresses a consequential amendment to the definition of area navigation (RNAV), navigation specification and performance based navigation (PBN). In particular, the definition will be updated to clarify that all area navigation operations should be included in the PBN concept.

The proposed amendment to Annex 4, is envisaged for applicability on 26 November 2026.

The amendment was consulted with ICAO State Letter 23/57. EASA had issued a recommendation to support the reply of Member States.

The changes proposed related to definitions of RNAV and PBN do not impact Commission Regulation (EU) No 965/2012<sup>7</sup>, nor do they impact Commission Implementing Regulation (EU) 2018/1048<sup>8</sup>.

## **Union position**

Support the adoption of the proposed Amendment.

The position to be taken on the Union's behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.

In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746 as amended.

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<sup>7</sup>OJ L 296, 25.10.2012

<sup>8</sup>OJ L 189, 26.7.2018

~~• Adoption of Amendment 51 to Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes (C-WP/xxx)~~

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

**Background**

~~The ICAO Council will be invited to adopt the amendment to Annex 6, Part I. The amendments of Annex 6, Part I, II and III concern the protection of data derived from Flight Data Analysis Programmes (FDAP) and the handling of flight recorder recordings and transcripts generated during normal operations. The objective of the proposed amendment is twofold. First, it aims to align the provisions in Annex 6 related to FDAP with the overarching principles outlined in Annex 19 — Safety Management. Second, it introduces greater clarity and precision regarding the use of flight recorder recordings and transcripts outside of Annex 13 type investigations.~~

~~The amendments of Annex 6, Part I, and III are proposed to align Annex 6 with the proposed Annex 19 Amendment 2 related to acceptable level of safety performance.~~

~~The amendment of Annex 6, Part I, specifically, relate to clarification of the use of the terms ‘authorization’, ‘acceptance’ and ‘approval’(AAA). The amendment proposal relates to clarification on the language for authorizations, notably of the use of the terms ‘authorization’, ‘acceptance’ and ‘approval’(AAA). Moreover, the proposal strengthens end-of flight provisions by re-introducing the requirement for two independent localization means, including carriage of at least one automatic emergency locator transmitters (ELTs) for end of flight localization, to ensure a reliable ground-based homing signal after a survivable accident and enable timely Search and Rescue (SAR) response. The proposed amendment further includes a consequential update to remove the term “acceptable level of safety performance”. The amendment also includes provisions on the protection of flight data recordings and transcripts.~~

~~The proposed amendment is envisaged for applicability on 26 November 2026. It was consulted with ICAO State Letter 23/18. EASA had issued a recommendation to support the reply of Member States.~~

~~The proposed amendments of Annex 6 Part I, II and related to related to the alignment of Annex 6 with the proposed Annex 19, AAA, end of flight, ROAAS do not impact Commission Regulation (EU) No 965/2012.~~

## **Union position**

Support the adoption of the proposed Amendment.

The position to be taken on the Union's behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.

In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746 as amended.

### **• Adoption of Amendment 43 to Annex 6 — Operation of Aircraft, Part II — International General Aviation — Aeroplanes (C-WP/xxx)**

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

## **Background**

The ICAO Council will be invited to adopt the amendment to Annex 6, Part II regarding runway overrun awareness and alerting systems, as well as significant reorganization which combines all SARPs for general aviation (both aeroplane and helicopter) into the new Part II. The amendment also includes provisions on the protection of flight data recordings and transcripts.

The proposed amendment is envisaged for applicability on 26 November 2026 for elements concerning the runway overrun awareness and alerting system, and on 23 November 2028 for elements concerning protection of the flight data analysis programme FDAP and flight recorder recording. It was consulted with ICAO State Letter 23/57. EASA had issued a recommendation to support the reply of Member States.

The proposed amendments of Annex 6 Part II and III related to “general aviation helicopters” may impact the relevant requirements of Regulation (EU) No 965/2012.

## **Union position**

Support the adoption of the proposed Amendment.

The position to be taken on the Union's behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.

In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746 as amended.

### **~~• Adoption of Amendment 27 to Annex 6 — Operation of Aircraft, Part III — International Operations — Helicopters (C-WP/xxx)~~**

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

## **Background**

The ICAO Council will be invited to adopt the amendment to Annex 6, Part III. The amendment proposal removes all general aviation SARPs for helicopters which have been transferred to Annex 6, Part II. As a result, Part III will now address only commercial air transport — helicopters. The amendment also includes provisions on the protection of flight data recordings and transcripts, as well as a consequential update to remove the term “acceptable level of safety performance”.

The proposed amendments to Annex 6, Parts I, II and III, are envisaged for applicability on 26 November 2026 (for elements concerning the runway overrun awareness and alerting system (ROAAS), use of terms authorization, acceptance and approval, end of flight location, minor amendments and consequential amendments stemming from the adoption of Amendment 2 to Annex 19) and 23 November 2028 (for elements concerning protection of the flight data analysis programme — FDAP and flight recorder recording).

It was consulted with ICAO State Letter 23/57. EASA had issued a recommendation to support the reply of Member States.

The proposed amendments of Annex 6 Part II and III related to “general aviation helicopters” may impact the relevant requirements of Regulation (EU) No 965/2012.

## **Union position**

Support the adoption of the proposed Amendment.

The position to be taken on the Union’s behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.

In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746 as amended.

- ~~Adoption of Amendment 49 to Annex 6 — Operation of Aircraft, Part IV — International Operations — Remotely Piloted Aircraft Systems (C-WP/xxx)~~

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

## **Background**

The ICAO Council will be invited to adopt the amendment to Annex 6, Part IV regarding postponement of the applicability date of Edition 1 to align it with the remaining RPAS provisions.

The proposed amendment of Annex 6, Part IV relates to the relevant requirements of Regulation (EU) No 965/2012, implying extensive review and amendments to the Regulation to align the EU framework with ICAO proposed amendments.

## **Union position**

Support the adoption of the proposed Amendment.

The position to be taken on the Union's behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.

In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746 as amended.

### **•— Adoption of Amendment 95 to Annex 10 — Aeronautical Telecommunications, Volume I — Radio Navigation Aids (C-WP/xxx)**

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

## **Background**

The ICAO Council will be invited to adopt the amendment to Annex 10, Volume I regarding consequential changes to the definitions for area navigation (RNAV) and performance-based navigation (PBN). In particular, the definition was updated to clarify that all area navigation operations should be included in the PBN concept.

The proposed amendment to Annex 10 Volume I, is envisaged for applicability on 26 November 2026.

The amendment was consulted with ICAO State Letter 23/57. EASA had issued a recommendation to support the reply of Member States.

The changes proposed related to definitions of RNAV and PBN do not impact Commission Regulation (EU) No 965/2012, nor do they impact Commission Implementing Regulation (EU) 2018/1048.

## **Union position**

Support the adoption of the proposed Amendment.

The position to be taken on the Union's behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.

In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746 as amended.

### **•— Adoption of Amendment 95 to Annex 10 — Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS Status (C-WP/xxx)**

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

## **Background**

The ICAO Council will be invited to adopt the amendment to Annex 10, Volume II regarding air-ground data link operations.

The amendment was consulted with ICAO State Letter 25/32. EASA had issued a recommendation to support the reply of Member States.

The proposed amendment requires the review and potentially the revision of relevant requirements of Regulation (EU) No 923/2012 (SERA) as well as Regulation (EU) 2017/373.

## **Union position**

Support the adoption of the proposed Amendment.

The position to be taken on the Union's behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.

~~In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746 as amended.~~

~~• **Adoption of Amendment 94 to Annex 10 — Aeronautical Telecommunications, Volume III — Communication Systems (C-WP/xxx)**~~

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

### **Background**

~~The ICAO Council will be invited to adopt the amendment to Annex 10, Volume III. The amendment proposal relates to the deletion of obsolete technical provisions of secondary surveillance radar (SSR) Mode S air-ground data link/transponder.~~

~~The proposed amendment is envisaged for applicability on 26 November 2026.~~

~~It was consulted with ICAO State Letter 24/94. EASA had issued a recommendation to support the reply of Member States.~~

~~The proposed amendment is foreseen to have an effect on point CNS.TR.100 of Regulation (EU) 2017/373.~~

### **Union position**

~~Support the adoption of the proposed Amendment.~~

~~The position to be taken on the Union's behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.~~

~~In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746 as amended.~~

~~• **Adoption of Amendment 92 to Annex 10 — Aeronautical Telecommunications, Volume IV — Surveillance and Collision Avoidance Systems (C-WP/xxx)**~~

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

### **Background**

~~The ICAO Council will be invited to adopt the amendment to Annex 10, Volume IV. The amendment proposal relates to updates of technical provisions and SSR Mode S transponder and 1 090 MHz extended squitter automatic dependent surveillance — broadcast (ADS-B) and traffic information services.~~

~~The proposed amendment is envisaged for applicability on 26 November 2026.~~

~~It was consulted with ICAO State Letter 24/94. EASA had issued recommendation for the State Letter to support the reply of Member States.~~

~~The proposed amendment is foreseen to have an effect on point CNS.TR.100 of Regulation (EU) 2017/373.~~

### **Union position**

~~Support the adoption of the proposed Amendment.~~

~~The position to be taken on the Union's behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.~~

~~In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746 as amended.~~

~~• **Adoption of Amendment 55 to Annex 11 — Air Traffic Services (C-WP/xxx)**~~

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

**Background**

~~The ICAO Council will be invited to adopt the amendment to Annex 11 regarding consequential changes to the definitions for area navigation and performance based navigation.~~

~~The proposed amendments to Annex 11 are envisaged for applicability on 26 November 2026.~~

~~The amendment was consulted with ICAO State Letter 23/57.~~

~~The proposed amendment requires the review and potentially the revision of relevant requirements of Regulation (EU) No 923/2012 (SERA) as well as Regulation (EU) 2017/373.~~

**Union position**

~~Support the adoption of the proposed Amendment.~~

~~The position to be taken on the Union's behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.~~

~~In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746 as amended.~~

~~• Adoption of Amendment 45 to Annex 15 — Aeronautical Information Services (C-WP/xxx)~~

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

**Background**

~~The ICAO Council will be invited to adopt the amendment to Annex 15 regarding consequential changes to the definitions for area navigation and performance-based navigation.~~

~~The proposed amendment to Annex 15 is envisaged for applicability on 26 November 2026.~~

~~It was consulted with ICAO State Letter 23/57. EASA had issued a recommendation to support the reply of Member States.~~

~~The proposed amendment requires the review and potentially the revision of relevant requirements of Regulation (EU) No 923/2012 (SERA) as well as Regulation (EU) 2017/373.~~

**Union position**

~~Support the adoption of the proposed Amendment.~~

~~The position to be taken on the Union's behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.~~

~~In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746 as amended.~~

- **Review of the report of the thirtieth meeting of the Dangerous Goods Panel (DGP/30) (C-WP/xxx)**

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

### **Background**

A review of the report of the thirtieth meeting of the Dangerous Goods Panel (DGP/30) including amendments to the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) will be presented for the ICAO Council's approval.

### **Union position**

Support the proposed amendments.

- **Halon Replacement (C-WP/xxx15807)**

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

### **Background**

The working paper will present next steps to be taken toward the implementation of Assembly Resolution A42-11, Halon Replacement, for consideration by the ICAO Council.

### **Union position**

Support the request for the ICAO Secretariat to continue collaboration with the United Nations Environment Programme (UNEP) and relevant advisory bodies of the Montreal Protocol, ensuring their updated assessments on global halon reserves and that the sustainable management of existing halon banks are effectively used. **A delay in cut-off dates, if needed, should only be envisaged after the analysis has been completed establishing that there are no suitable alternatives available within that timeframe.**

**Note that halons alternatives are available for cargo compartment fire suppression systems; the European Aviation Safety Agency is ready to certify aircraft using the 2-BTP/CO2 mixture (Verdagent) as a suitable alternative.**

**Note that any PFAS related prohibitions on their use in fire extinguishers on aircraft in the EU are expected to include exemptions where there are no suitable alternatives to PFAS.**

**Note that it is not a given that halon will continue to be needed for existing aircraft type certificates and that EU Regulation 2024/590 establishes cut-off dates as well as end-dates for halon uses.**

- **SARPs Applicability Dates Challenges (~~C-WP/xxx~~Oral Report)**

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

## **Background**

The ICAO Council will review a preliminary report of potential actions that may be undertaken to address the challenges identified with respect to SARPs applicability dates.

## **Union position**

Support that Applicability Dates must ensure predictability, stability and uniform application of SARPs.

Encourage targeted upstream improvements — notably earlier identification of implementation challenges and stronger impact assessment — to enhance realism in setting Applicability Dates, while preserving the integrity of the existing framework, in particular the State Letter consultation process

- **Global Navigation Satellite System (GNSS) Radio Frequency Interference (RFI) (Oral Report)**

## **Background**

At the Seventh Meeting of its 233<sup>rd</sup> Session (5 November 2024), the ICAO Council reiterated its serious concerns regarding the impact of GNSS interference on the safety and security of air navigation systems, particularly as such occurrences are expected to increase, posing an ever-growing safety hazard to global flight operations.

In light of such developments, the ICAO Council requested that the ICAO Secretariat undertake an analytical review of the circumstances under which GNSS radio frequency interference (GNSS RFI) could, in certain contexts, constitute an act of unlawful interference (AUI) against civil aviation in accordance with relevant international legal instruments.

ICAO Assembly Resolution A42-8 recognizes that the spectrum used by Global Navigation Satellite System (GNSS) should be free from harmful interference. The resolution urges States to refrain from any form of jamming or spoofing affecting civil aviation.

In light of the deliberations of the 42<sup>nd</sup> Session of the ICAO Assembly (Montréal, 23 September – 3 October 2025) on this matter, the oral report provides a strategic level overview of these technical and legal considerations associated with GNSS RFI. It does not seek to classify specific incidents, or make legal determinations, but it is intended to support a shared high-level understanding of the matter.

### **Union position**

Recall that, in accordance with Resolutions A42-2 and A42-3 adopted by the 42<sup>nd</sup> Assembly, GNSS-RFI in some regions have a harmful impact on the safety and security of international civil aviation, go against the principles enshrined in the Convention on International Civil Aviation, and constitute an infraction of that Convention.

Invite relevant ICAO security expert groups, including the Aviation Security Panel (AVSECP) and the Cybersecurity Panel (CYSECP) to take into account GNSS-RFI scenarios, as appropriate, in their ongoing assessment activities and in the development of relevant security-related guidance.

Invite that GNSS-RFI be taken into account in the continued review of the ICAO Aviation Security Global Risk Context Statement (Doc 10108), the ICAO Risk Assessment Manual on Aircraft Operations Over or Near Conflict Zones (Doc 10084) and the ICAO Global Cyber Risk Considerations (Doc 10213).

- **New Governance Framework for the AFI Plan, the AFI SECFAL Plan and the Human Resources Development Fund (HRDF) (C-WP/xxx)**

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

### **Background**

The ICAO Council will be presented with the new governance arrangements for the AFI Plan, AFI SECFAL Plan and the Human Resources Development Fund (HRDF) for consideration and approval.

### **Union position**

Stress the importance of the AFI and AFI SECFAL Plans to ensure high level of safety and security in the African region.

Recall the support provided by the EU through projects in Africa covering safety and security and its Member States to enhance safety and security in Africa.

Invite to foster coordination with the EU and other donors to enable synergies between the plans and the support provided by donors.

### 3. ITEMS RELATING TO AVIATION IS ENVIRONMENTALLY SUSTAINABLE

- ~~Adoption of Amendment 2 to Annex 16 — Environmental Protection, Volume IV — Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) (C-WP/xxx)~~

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

#### **Background**

~~The ICAO Council will be invited to adopt the amendment(s) to Annex 16, Volume IV. The amendment proposal relates to the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).~~

~~The amendments (as per AN 1/17.14-25/66) aim to clarify two particular aspects of the monitoring, reporting and verification of CO<sub>2</sub> emissions in CORSIA, namely: the circumstances under which an aeroplane operator may change its monitoring method within a three-year compliance period; and that an aeroplane operator can use the ICAO CORSIA CO<sub>2</sub> Estimation and Reporting Tool (CERT) to fill data gaps of international flights not subject to offsetting requirements regardless of the extent of the data gap associated to the said flights.~~

#### **Union position**

~~Support the adoption of the proposed Amendment.~~

~~The position to be taken on the Union's behalf, provided the ICAO Council adopts without any substantial change the proposed Amendments to the Chicago Convention referred to in paragraph above, shall be not to register disapproval and to comply with the adopted measure in reply to the respective ICAO State Letter.~~

~~In the case the Union legislation deviates from the newly adopted international standards after the envisaged date of application of those international standards, the notification to the ICAO of~~

~~differences is therefore required in accordance with Article 38 of the Chicago Convention. The content of such differences will be defined in a separate information note submitted by the Commission to the Council for discussion and approval in accordance with Article 4 of Council Decision (EU) 2023/746.~~

- **Update on the ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG (C-WP/15810)**

## **Background**

The ICAO Council, at its 232<sup>nd</sup> Session in June 2024, approved the ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG, including the planned actions, roles and responsibilities, timeframe, and required resources, leading to the 42<sup>nd</sup> Session of the ICAO Assembly in 2025, and until the convening of CAAF/4 by no later than 2028. Since then, the ICAO Council has been regularly updated of the progress on the roadmap implementation, and it reported on this matter at the 42<sup>nd</sup> Session of the ICAO Assembly.

Subsequently, the Assembly requested the ICAO Council to “continue to monitor and update the ICAO Roadmap for the implementation of CAAF/3 outcomes and the LTAG, as a living document, while maintaining a balanced progress between the four interdependent Building Blocks on 1) policy and planning, 2) regulatory framework, 3) implementation support, and 4) financing” (Resolution A42-21, para 11 refers).

The Working Paper provides an updated ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG, highlighting priorities and resources required, for consideration by the Council.

## **Union position**

Note the progress on the ICAO roadmap implementation following A42 and recall the importance the timely implementation of CAAF/3 four building blocks.

Invite the Secretariat to inform on the progress towards the 5% CO<sub>2</sub> reduction by 2030 target.

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 to the full operationalisation of Finvest Hub and to ensure a One-ICAO approach in its development and deployment.

- **Results of the Committee on Aviation Environmental Protection (CAEP) Steering Group meeting (C-WP/15811)**

### **Background**

The Working Paper reports on the results of the 2025 Committee on Aviation Environmental Protection (CAEP) Steering Group meeting (SG2025), held in Singapore from 1 to 5 December 2025.

The meeting took stock of the progress of work by all CAEP sub-groups and discussed the planned activities of the CAEP/14 work programme, in light of the outcomes of the 42<sup>nd</sup> Session of the ICAO Assembly.

### **Union position**

Approve the CAEP recommendation on the updated ICAO guidance on policy measures for SAF development and deployment.

Approve the updated CAEP/14 work programme while stressing the importance of approving new pathways for SAF, in particular synthetic fuels, as well of the work on non-CO2 emissions.

Note the progress so far by CAEP in various areas of its work programme.

Note the change of CAEP governance, welcome the new Chair and vice-Chairs, and thank the outgoing Chair for his excellent work.

- **Recent developments in ICAO and other United Nations bodies and international organizations (C-WP/15812)**

### **Background**

The Working Paper informs on the recent developments related to ICAO's cooperation with other United Nations (UN) bodies and international organizations in the field of aviation and the environment, including the outcome of the 30<sup>th</sup> Conference of the Parties (COP30) to the United Nations Framework Convention on Climate Change (UNFCCC), which took place from 10 to 22 November 2025 in Belém, Brazil.

IT also presents the latest developments in climate finance and aviation taxation, as well as ICAO's 2026 outreach activities and cooperation with other UN bodies and international organizations.

## Union position

Note the information contained in the Working Paper and invite ICAO to pursue outreach efforts to inform about its work on environment.

- ~~Update on the work on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) (C-WP/15813)~~

## Background

~~The Working Paper provides an update on the work undertaken on the implementation of the CORSA.~~

~~Paragraph 1 reports on recent developments under various components of the CORSA implementation framework, namely: Annex 16, Volume IV; Doc 9501 (Environmental Technical Manual), Volume IV; and CORSA Implementation Elements.~~

~~Paragraph 2 reports on work undertaken by the Sustainability Certification Schemes Evaluation Group (SCSEG) of the Committee on Aviation Environmental Protection (CAEP), including on the assessment of CORSA eligibility of an additional Sustainability Certification Scheme (SCS).~~

~~Paragraphs 3 and 4 provide information on two important aspects of CORSA implementation: the calculation of offsetting requirements and the cancellation of CORSA Eligible Emissions Units; and States' participation in CORSA's second phase from 2027, respectively. In particular paragraph 3.3 informs about the difference filed by the EU Member States on CORSA. It reads "*In this regard, since December 2025, the Secretariat has received notification on differences filed by several Member States of the European Union, including on Annex 16, Volume IV, Part II, Chapter 4, whereby the said States inform that the compliance with CORSA offsetting requirements from flights operated by operators based in the said States, within the European Economic Area (EEA) or from the EEA to and from Switzerland or the United Kingdom, is fulfilled at the unit cancellation phase, in accordance with Directive 2003/87/EC of the European Parliament and of the Council, by the surrendering of allowances under EU ETS regional scheme which also apply to such flights*".~~

~~Paragraph 5 provides an update on CORSA related outreach activities under the ICAO Assistance, Capacity building and Training on CORSA (ACT-CORSA) programme.~~

## **Union position**

Note the information relating to the updates to the CORSIA implementation framework, as described in paragraph 1, and of the activities under the ICAO Assistance, Capacity building and Training for CORSIA (ACT-CORSIA) programme.

Welcome the work of the Sustainability Certification Schemes Evaluation Group (SCSEG). Support an accelerated procedure within CAEP while opposing the proposed expedited written procedure for approval of new schemes by the ICAO Council as described in paragraph 2.3 of the Working Paper, and invite the Secretariat to respect long standing and well established procedures for approval by the ICAO Council.

Clarify, for the avoidance of doubt, *(If the issue of the difference filed on CORSIA is raised)*

- ~~— In coherence with the recent notification, stress that CORSIA is implemented in the EU Member States, via law, which ensures an uniform and legally binding application of CORSIA by EU operators. The EU treats all airlines equally. Globally, the EU is leading CORSIA implementation in a legally binding manner.~~
- ~~— Invite the Secretariat to inform, at the next session, on whether other countries have implemented CORSIA via their national legislation as the start of the CORSIA mandatory phase is getting closer. Voluntary participation should include national enforcement as well, taken CORSIA is mandatory for airlines in countries that volunteered for CORSIA participation.~~
- ~~— Clarify that for flights which are between the EEA Member States and other countries that are part of CORSIA we implement CORSIA in accordance with Annex 16.~~

*(If asked if EU implementation is less stringent than CORSIA foresees)*

- ~~— Stress that no requirements from Annex 16 are being reduced; some provisions are applied in an alternative, more stringent, manner.~~
- ~~— State that this is fully in line with A42-22 Resolution (which states that CORSIA is only global market based measure applying to CO<sub>2</sub> emissions).~~
- ~~— Reaffirm the support of the EU Member States to CORSIA and its importance to address global emissions.~~

*(If asked about the impact for non-EU airlines operating flights among EEA countries)*

- ~~— The ICAO Council is not the adequate forum to discuss or speculate on specific details of national legislation.~~
- ~~— The difference notified concerns EU Member States and is implemented on an equal treatment basis, i.e. all airlines are treated equally in EU implementation. Other States are free to implement Annex 16, volume IV within the EU as they see fit. Europe is open to bilateral contacts should any questions arise~~
- **Recommendations by the Technical Advisory Body (TAB) on CORSIA eligible emission units (C-WP/15814)**

## **Background**

~~The Working Paper presents the TAB recommendations resulting from its assessment of material changes submitted in 2025 by two conditionally eligible emissions unit programmes: Biocarbon Fund Initiative for Sustainable Forest Landscape (ISFL) and Forest Carbon Partnership Facility (FCPF) regarding their eligibility in the CORSIA first phase (2024-2026 compliance period), as well as two currently eligible emissions unit programmes: Gold Standard (GS) and Verified Carbon Standard (VCS).~~

~~It also presents information on the unit supply analysis by TAB, updates on Article 6 of the Paris Agreement and the Paris Agreement Crediting Mechanism, as well as the updated TAB leadership roles, and the next steps of TAB's assessment work in 2026.~~

## **Union position**

~~Thank the TAB recommendations resulting from its assessment of material changes submitted by emissions unit programmes regarding their eligibility in the 2024-2026 compliance period of the CORSIA and approve the corresponding updates to the ICAO document CORSIA Eligible Emissions Units.~~

~~Note that the existing supply that already has host country authorisation for the HFLD (High Forest Low Deforestation) projects is subject to diverging views on eligibility in TAB (as noted in the latest TAB report).~~

~~Consequently, request the TAB to re-assess any methodologies under CORSIA eligible programmes pertaining to HFLD type of activities in 2026.~~

~~Welcome TAB engagement with the Paris Agreement Crediting Mechanism (PACM) Supervisory Body (SBM) on Article 6 credits. Request TAB to assess the Paris Agreement Crediting Mechanism (PACM) no later than by October 2026, in order to foster a sufficient supply of credits eligible under CORSIA. Remind that this assessment should also include provisions relating to the transition of the Clean Development Mechanism (CDM). This timely assessment can be done by focusing on alignment on avoidance of double counting, eligible vintage and timeframe, as per paragraph 20 of Assembly Resolution A42-22.~~

~~Thank TAB for the assessments of the volume of eligible credits under CORSIA that the approved programmes could provide under the first and second phases, including indications of the units that are likely to be actually available following the issuance of letters of authorisation by the host state of the concerned program.~~

~~Invite TAB to continue to provide such information on a regular basis, in order to inform the work of CAEP on the monitoring of the implementation of CORSIA.~~

#### **4. ITEMS RELATING TO THE ECONOMIC DEVELOPMENT OF AIR TRANSPORT ASSURES THE DELIVERY OF ECONOMIC PROSPERITY AND SOCIETAL WELL-BEING FOR ALL**

- **Convening of the Seventh Worldwide Air Transport Conference (AT-Conf/7) (C-WP/15809)**

##### **Background**

The Working Paper highlights the decision of the 42<sup>nd</sup> Assembly and the revised provisional agenda items on the Seventh Worldwide Air Transport Conference (ATConf/7), as requested by the Council at its 235<sup>th</sup> Session. The revised provisional agenda items are based on the Concept Note appended to State letter 25/89 disseminated to States on 23 October 2025, and the responses received from States, industry organisations and regional organisation.

**Union-Coordinated position**

Support the convening of the Seventh Worldwide Air Transport Conference.

Support a format that enables the possibility of interactive discussion in order to maximise the dynamism and attractiveness of the event.

Invite that the Conference be used as the opportunity to have States sign up for a positive, future oriented declaration outlining a shared vision for the societal and economic role of civil aviation and for guiding future ICAO work in the economic field.

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