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**NOTE**

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From: General Secretariat of the Council  
To: Delegations

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

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Following the Working Party on Aviation of 12 March 2026, delegations will find, in Annex, a revised compromise prepared by the Presidency on the above-mentioned subject.

Changes compared to the previous compromise are highlighted in **bold underlined** and strikethrough.

The compromise will be forwarded to COREPER and Council for approval.

**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 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:

**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**

- 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**

- Update on the ICAO Roadmap for the implementation of the CAAF/3 outcomes and the LTAG

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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.

- 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

#### **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 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 as amended by Council Decision (EU) 2020/768 of 9 June 2020. 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.”*

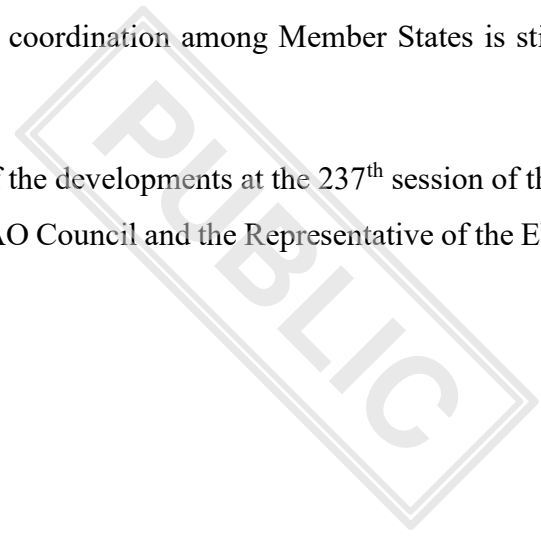
The present Information Note covers no item that pertains to a decision (to be adopted by an ICAO body) having legal effects on the Union.

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 some identified items featuring on the agenda for the 237<sup>th</sup> ICAO Council. 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 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**

- **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/15807)**

## **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/CO<sub>2</sub> 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 (Oral Report)**

### **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-Coordinated 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-Coordinated 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**

- **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.

### **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.

## **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.