

ASSEMBLY 40th SESSION

Montréal, 24 September – 4 October 2019

PLENARY MEETINGS

Minutes



*Approved by the Assembly
and published by authority of the Secretary General*

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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INTERNATIONAL CIVIL AVIATION ORGANIZATION

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TABLE OF CONTENTS

Page

Minutes of the First Meeting , Tuesday, 24 September 2019 at 1100 hours.....	1
Opening of the Session by the President of the Council	1
Address by the Honourable François Legault, Premier of the Province of Québec	7
Address by Ms. Valérie Plante, Mayor of the City of Montréal	10
Address by Mr. Michael Keenan, Deputy Minister of Transport, representing the Government of Canada	11
Presentation of the <i>Council President Certificates</i> (CPCs) to recipient States.....	12
Approval of the Agenda	13
Establishment of Committees and Commissions	13
— Establishment of the Credentials, Executive and Coordinating Committees and the Technical, Economic, Legal and Administrative Commissions	13
Reference of subjects to Committees and Commissions	13
Election of Member States to be represented on the Council	13
— Deadline for notification of candidatures for the first and second parts of the Council election	13
— Maximum number of Member States to be elected in each part of the Council election ...	13
 Minutes of the Second Meeting , Tuesday, 24 September 2019 at 1500 hours.....	15
Reports by Committees and Commissions of the Assembly and action thereon	15
— Oral interim report of the Credentials Committee	15
Election of the President of the Assembly	16
Election of the four Vice-Presidents of the Assembly and Chairpersons of Commissions	17
Statements by delegations of Member States	17
 Minutes of the Third Meeting , Wednesday, 25 September 2019 at 0920 hours.....	19
Reports by Committees and Commissions of the Assembly and action thereon	19
— Approval of oral report of the Executive Committee on Agenda Item 10	19
Statements by delegations of Member States	19
 Minutes of the Fourth Meeting , Saturday, 28 September 2019 at 0900 hours	21
Election of Member States to be represented on the Council	21
— Parts One and Two of the election	21
Statement by the representative of the audit consultancy firm BDO Jordan	25
Deadline for presentation of candidatures for Part Three of the Council election.....	25
Statements by delegations of Member States	25

(iii)

	<i>Page</i>
Minutes of the Fifth Meeting , Tuesday, 1 October 2019 at 1400 hours.....	27
Election of Member States to be represented on the Council	27
— Part Three of the election	27
Statement by the representative of the audit consultancy firm BDO Jordan	31
Reports by Committees and Commissions of the Assembly and action thereon	32
— Approval of Report from the Legal Commission on the General Section and Agenda Items 37 to 40	32
Statements by delegations of Member States	33
 Minutes of the Sixth Meeting , Thursday, 3 October 2019 at 0900 hours.....	35
Reports by Committees and Commissions of the Assembly and action thereon.....	35
— Approval of Reports from the Economic Commission on the General Section and Agenda Items 31 to 36	35
— Approval of the Final Report of the Credentials Committee	37
— Approval of the General Section of the Executive Committee Report	38
— Approval of Report from the Administrative Commission on the General Section and Agenda Items 41 to 52	38
— Approval of Reports from the Technical Commission on the General Section and Agenda Items 27 to 30	54
 Minutes of the Seventh Meeting , Thursday, 3 October 2019 at 1400 hours.....	59
Reports by Committees and Commissions of the Assembly and action thereon	59
— Approval of Report from the Executive Committee on Agenda Items 11, 20 to 25, 12 to 14, 18 to 19 and 26	59
 Minutes of the Eighth Meeting , Friday, 4 October 2019 at 0940 hours.....	63
Reports by Committees and Commissions of the Assembly and action thereon.....	63
— Approval of Reports from the Executive Committee on Agenda Items 15	63
— Approval of Reports from the Executive Committee on Agenda Items 16	63
 Minutes of the Ninth Meeting , Friday, 4 October 2019 at 1400 hours	77
Reports by Committees and Commissions of the Assembly and action thereon.....	77
— Approval of Reports from the Executive Committee on Agenda Items 16 and 17	77
Reservations expressed regarding Resolution 16/1 on climate change.....	81
Reservations expressed regarding Resolution 17/1 on CORSIA	88
Delegation of authority to the President of the Assembly for the approval of minutes of the Plenary	93
Vote of Thanks	93
Closing remarks by the Secretary General.....	93
Tributes	97
Response by the President of the Council.....	105
Expression of thanks by the President of the Council	108
Closing remarks by the President of the Assembly	108

SCHEDULE OF ITEMS DISCUSSED BY THE PLENARY MEETINGS

		September					October		
Item	24 AM	24 PM	25 AM	28 AM	1 PM	3 AM	3 PM	4 AM	4 PM
	1, 2, 3, 4, 5	9, 6, 7, 8	8, 9	5, 8	5, 9, 8	9	9	9	9
1. Opening of the Session by the President of the Council	X								
Presentation of the Council President Certificates (CPCs)	X								
2. Approval of the Agenda	X								
3. Establishment of Committees and Commissions	X								
4. Reference of subjects to Committees and Commissions	X								
5. Election of Member States to be represented on the Council	X			X	X				
6. Election of the President of the Assembly		X							
7. Election of the four Vice-Presidents of the Assembly and Chairpersons of Commissions		X							
8. Statements by delegations of Member States		X	X	X	X				
9. Reports by Committees and Commissions of the Assembly and action thereon - Credentials Committee - Executive Committee - Technical Commission - Economic Commission - Legal Commission - Administrative Commission		X	X		X	X	X	X	X
Delegation of authority to the President of the Assembly for the approval of minutes of the Plenary									X

Minutes of the First Meeting
(Tuesday, 24 September 2019 at 1100 hours)

SUBJECTS DISCUSSED

1. Agenda Item 1: Opening of the Session by the President of the Council
 - Address by the Honourable Mr. François Legault, Premier of the Province of Québec
 - Address by Ms. Valérie Plante, Mayor of Montréal
 - Address by Mr. Michael Keenan, Deputy Minister of Transport of Canada
2. Presentation of *Council President Certificates* (CPCs) to recipient States
3. Agenda Item 2: Approval of the Agenda
4. Agenda Item 3: Establishment of Committees and Commissions
 - Establishment of the Credentials, Executive and Coordinating Committees and the Technical, Economic, Legal and Administrative Commissions
5. Agenda Item 4: Reference of subjects to Committees and Commissions
6. Agenda Item 5: Election of Member States to be represented on the Council
 - Deadline for notification of candidatures for the first and second parts of the Council election
 - Maximum number of Member States to be elected in each part of the Council election

SUMMARY OF DISCUSSIONS

Agenda Item 1: Opening of the Session by the President of the Council

1. The President of the Council, Dr. Olumuyiwa Benard Aliu, as Temporary President of the Assembly, declared the 40th Session of the Assembly open and spoke as follows:

“It is my great honour and privilege to declare open this historic 40th Session of the ICAO Assembly.

“On behalf of the ICAO Council, ICAO Secretary General Dr. Fang Liu, and the many Honourable Ministers and Delegates to the Assembly who are here with us today, I wish to first extend a very warm welcome to our three distinguished guests:

Mr. Michael Keenan, Deputy Minister of Transport of Canada;

Honourable Mr. François Legault, Premier of the Province of Québec; and

Ms. Valérie Plante, Mayor of Montréal.

“It is also my honour to welcome here today, the representatives of UN sister organizations, regional aviation Commissions, aviation industry organizations, non-governmental organizations (NGOs) and many others from around the world with a vested interest in our sector.

“For the past 75 years, ICAO has proudly provided the leadership and served as the global forum for all aviation stakeholders to work very concertedly with our Member States to foster the safety, security, operational and environmental efficiency and sustainability of international civil aviation, and in augmenting air transport’s role in driving critical and sustainable socio-economic development in many areas of the world.

“This Assembly has set new records for its level of participation, and for the very significant amount of work to be undertaken over the coming ten days.

“However, before we look to some of the more challenging decisions and priorities to be established here, it is important to acknowledge the progress that has been achieved since the 39th Assembly in 2016.

“The ICAO *No Country Left Behind* or NCLB initiative has become a tremendous success story that has achieved unprecedented impact in enhancing the effective implementation of ICAO Standards and Recommended Practices (SARPs) and Global Plans in all world regions.

“I would highlight here the benefits achieved for States through the technical assistance and capacity building strategies, programmes, plans and projects implemented by each of our Regional Offices, the Technical Cooperation Bureau, the ICAO Programme for Aviation Volunteers, and the Global Aviation Training Office under the *No Country Left Behind* initiative.

“These activities have produced clear results in terms of enhanced Member State compliance with ICAO norms, improved national capabilities for aviation safety and security oversight, and increased global interoperability.

“Many States with lower level of effective implementation of ICAO safety SARPs, for example, have now attained or surpassed the 60 per cent target in ICAO’s Global Aviation Safety Plan due to NCLB, and there has been a dramatic decrease in the number of States showing Significant Safety Concerns. The global average of effective implementation of safety SARPs has increased from 60 per cent to about 69 per cent currently since the advent of NCLB.

“Accident totals too have been continuously decreasing, with some regions having even achieved zero fatalities in scheduled services over multi-year periods. Africa, for example, had zero fatalities in 2016 and 2017, and saw its average yearly accident rate decrease by 40 per cent from the previous triennium.

“In addition to these sectoral performance improvements under NCLB, ICAO’s World Aviation Forum events have been further instrumental in helping States to better integrate their aviation and national development strategies, develop improved business cases and more attractive investment climates relevant to their major aviation infrastructure and project needs, and attract the financing and investment partners needed to make those megaprojects a reality.

“The ICAO Council has recognized the significant achievements recorded by States that were seemingly hitherto “Left Behind”. In this regard, a total of 40 States were so recognized through the issuance of the Council President Certificate since the award’s inception. It will again be my great honour and pleasure to award 16 certificates for safety and 17 certificates for security improvements to new recipients later this morning.

“In addition, these results have taken place during a triennium which has been record-breaking in terms of traffic growth.

“This growth is highly beneficial to global socio-economic prosperity, but it needs to be managed such that the safety and efficiency of our network remain fully assured.

“This is why the enhancement of regulatory capacity, and the modernization of aviation infrastructure and human resources development approaches, have become more urgent concerns for air transport leaders and planners.

“In this connection, all our Member States have greatly appreciated the recent revisions to ICAO’s Global Plans for Aviation Safety and for Air Navigation Capacity and Efficiency aimed at making the implementation of related targets practical and achievable.

“ICAO also developed and implemented the first-ever Global Aviation Security Plan (GASeP) over the past triennium, and I wish to applaud the very proactive implementation support our Regional Offices provided leading to inclusive regional roadmaps being agreed upon to assure its effective launch.

“This work has also been importantly augmented through our continuing facilitation, border control, and identity management support to States through the ICAO TRIP Strategy, and I was pleased to welcome the development of the new TRIP Compendium during the last triennium.

“In the area of aviation environmental protection, we continued to benefit from tremendous participation of our States, industry and NGO partners in ICAO’s multi-pronged strategy.

“At the last Assembly, we adopted the historic Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and our continuing CORSIA roll-out support and capacity-building this triennium has assured that States representing 77 per cent of international aviation activity will be participating in its voluntary phase as of 2021.

“Technology and operational improvements continued to progress on pace during this period, including through the adoption of the world’s very first global design Standard for CO₂ emissions and for non-volatile Particulate Matter (nvPM) and Nitrogen Oxides NO_x by any sector.

“We also adopted a long-term vision on development and deployment of sustainable aviation fuels.

“Other notable developments over the last triennium concerned our renewed focus on the Next Generation of Aviation Professionals, and the organization and very successful launch of the first-ever Global Aviation Gender Equality Summit.

“Our NGAP Summit in particular led to the realization of the new International Association of Aviation and Aerospace Education (ALICANTO) of universities worldwide, and I was pleased to address their first Annual General Meeting here on Sunday.

“Collectively, as aviation leaders, we have a very critical responsibility to ensure that there are sufficient numbers of skilled personnel to manage the increasingly complex technological foundation for 21st century aviation.

“Ladies and gentlemen,

“I would like to take a moment at this time to appreciate the many activities which ICAO Member States have undertaken thus far to help support and draw attention to our 75th Anniversary, including by: developing airport and CAA ICAO75 historic exhibits; arranging aerial demonstrations; promoting the ICAO75 video at prominent national airports; the issuance of national stamps; youth awareness campaigns; the preparation and release of historical materials; and the hoisting of the ICAO 75th Anniversary flag in uniquely prominent geographic locations, such as Mount Everest, Kilimanjaro, Kenya and Victoria Falls.

“In 2014 for ICAO’s 70th Anniversary, I initiated the establishment of the ICAO Museum to appreciate our past achievements together. However for this year’s 75th Anniversary, I requested that we should focus the sector’s attention on innovation and the future of flight. Those of you who were fortunate enough to attend our preceding World Aviation Forum and Innovation Fair have appreciated the importance of doing so.

“This prioritization on new R&D recognizes the rapidly expanding capacity of the incredible new aircraft now being conceptualized, designed, and produced to fulfill new services and roles for civil societies.

“And at the IWAF in particular, we also explored how innovation must be a guiding priority for civil aviation regulators as well, notably as they engage with new entrants to assist and not impede the incredible evolution in flight now taking place.

“We must be more proactive in making the ICAO tent bigger so that it can accommodate new stakeholders such as the urban planners, municipal leaders, emergency aid planners, and many others with a stake in the future of urban air mobility and the roles to be played by new model aircraft.

“However, it is important for us to continue to remind ourselves, even in the era of innovation, that aviation safety, security and sustainability must remain our most fundamental priorities.

“What we must realize together is therefore an effective and balanced approach to new aviation innovations – one which accelerates policy and regulatory approvals while safeguarding consumer protection, fair and sustainable economic and social development.

“I was particularly encouraged at the Innovation Fair to witness how today’s aviation innovators are placing a very high priority on realizing emissions-free green aviation solutions.

“Faced, as our sector is today, with a very concerned new generation looking to limit air transport activity in response to our warming climate, these developments and the potential they represent greatly reassure me that technical and operational innovation, in addition to the other key elements of the ICAO basket of measures for air transport environmental sustainability, will be key to how our sector continues to foster global connectivity, peace and prosperity while addressing and eventually eliminating aviation’s carbon footprint.

“Aviation and tourism are critical as conduits for wealth distribution among rich and poor nations, and the benefits of air transport are very pertinent to the UN Sustainable Development Goals under *Agenda 2030*.

“Our goal as air transport leaders therefore must be to heed the voices of our world now insisting on faster and more effective emissions reduction efforts. But at the same time, we can help those same advocates to understand that there are many ways to achieve these goals, short of seeking to disconnect the incredibly diverse and interdependent world we share together, and which so many generations before ours have worked so hard to bring together through the wonders of flight.

“Ladies and gentlemen,

“Many of the endorsements and decisions you will be making here at ICAO over the next ten days will be critical to how effectively and efficiently international air transport can continue serving humanity on a truly sustainable basis, as envisaged by the drafters of the Chicago Convention and under the global leadership of ICAO.

“The eventual results of your analyses and decisions will be an approved work programme and results-based Budget for ICAO, and a newly-agreed set of priorities and targets for international aviation for the next three-year period and beyond.

“With respect to ICAO’s Global Plans for Safety and Air Navigation Capacity and Efficiency, you will be asked to decide on new revisions which will be instrumental to managing the adoption and integration of new 21st century aircraft and operations alongside traditional aircraft operations.

“In the Aviation Security domain, you will be reviewing the ICAO Cybersecurity Strategy for the air transport sector, which features various goals relating to information sharing,

improved coordination among all partnering government and enforcement entities, and timely and aligned responses to related risks and events.

“Under our Environmental Protection Strategic Objective, your attention will be focused primarily on the needed implementation steps and assistance required in support of the CORSIA, including on CORSIA-eligible fuels and emissions units and the structure of its central registry.

“It is important for us to remember that CORSIA was adopted at the last Assembly after very difficult negotiations and to avoid a cumbersome patchwork of national measures for operators such as taxes which can impede global connectivity.

“It would therefore be counterproductive to aviation and climate change progress if we fail at this Assembly to assure CORSIA’s continuing launch as a truly global offsetting scheme for international flight emissions.

“Your guidance is also being sought on the institution of an exploratory study on the likely impacts of new supersonic aircraft being developed, the assessment of the feasibility of long-term global climate change goals, further elaboration of the ICAO Vision on Sustainable Aviation Fuels, and the development of new guidance respective of air transport climate change adaptation and resilience.

“In terms of the Economic Development of Air Transport, we expect your decisions on ICAO’s continuing work to promote the important socio-economic benefits of air transport liberalization, opening of market access and related objectives for new and modernized infrastructure.

“Further and important endorsements we shall be seeking include acknowledgement of the scope and value inherent in the *No Country Left Behind* initiative, guidance on fresh impetus to the Next Generation of Aviation Professionals (NGAP), the ICAO Global Aviation Training and Technical Cooperation and Assistance Programmes.

“From the perspective of governance, we also have to continue our efforts in enhancing efficiency and effectiveness of the Organization, as well as mobilize and leverage additional resources through new synergies and partnerships.

*“Excellencies, Honourable Ministers,
Assembly Delegates, Dear colleagues,*

“Your Organization, ICAO, has been endowed with a unique leadership role to set aviation’s global policies, programmes, and Standards, and to provide the coordinating platform for governments and industry to collaborate and achieve results.

“It has been my honour and privilege in the past 6 years to lead this unique Organization, which to my mind is undoubtedly one of the most effective and efficient in the UN system.

“I first fell in love with aviation when I was just five years old, when I saw, in 1965, an aircraft bring medical supplies to a remote town where my mother was working as a nurse with a Catholic mission.

“However, nothing then, in 1965 or in 1977, when I walked into the door of my aviation university in Kiev would have foretold that I will be standing before you today as President of the ICAO Council.

“I am incredibly grateful for this honour and privilege, and I wish to thank everyone today who either helped me live my dream or achieve what we have accomplished together here at ICAO.

“Let us rekindle the passion we have for aviation, and work together so that the excitement for flight and all that it can accomplish is fostered even more strongly in the coming generations, for young boys and girls equally.

“This Assembly after all will be one for bold decisions, and a time to refine our vision for how air transport can be of even greater service to States and regions, businesses and travellers, in the exciting years ahead.

“I would encourage you and the new Council you will elect at this Assembly to progress this work mindful of the global expectations now and always upon us, and in the spirit of the Preamble to the Chicago Convention.

“This is in order that international civil aviation can continue to help create and preserve friendship and understanding among the nations and peoples of the world, and to promote global security, peace, and prosperity.

“It is within that same spirit of cooperation, and the consensus-driven progress which has been the hallmark of this Organization for 75 very storied years of international air transport challenge and accomplishment, that I wish us all a very productive and successful 40th Session of the ICAO Assembly.”.

Address by the Honourable Mr. François Legault, Premier of the Province of Québec

2. “It is a great pleasure for me to be here in this magnificent chamber to launch the 40th session of the ICAO Assembly and mark the 75th anniversary of the Organization.

“As you may know, I spent part of my life in aviation, in Nationair and Québecair, and I co-founded Air Transat with my partners before becoming CEO of that airline. I have first-hand experience of all of the regulations in the field of aviation. But above all, I have witnessed the importance of ICAO in times of fraught conflict. For example, I was there during the Gulf War. I saw with my own eyes the key role played by ICAO in bringing together stakeholders in industry, experts, and governments and making it possible to keep up operations at such a difficult time.

“On the subject of conflicts, today we recall that 75 years ago at the height of World War II, the representatives of 54 nations gathered in Chicago to plan the future of aviation. War was raging, and many people put their lives in danger to come and take part in this great moment of international cooperation. In spite of a very challenging global context, they reached an agreement to create a new organization that would unite all of the players in civil aviation. That organization would come to be known by all of us today as ICAO.

“After the signing of the Chicago Convention in 1944, the big question was where to put ICAO Headquarters. Fortunately, Montréal prevailed as the ideal city. Montréal was both a French-

speaking city and part of the Commonwealth, and next door to the United States. Thus, our city was able to gain the support of the major post-war allies.

“Seven decades later, I think we can say it was the right choice. Montréal is now more relevant than ever. It is a city of innovation, a city with major universities and large numbers of researchers working in artificial intelligence and other fields.

“For ICAO, this proximity to leaders in artificial intelligence enriches its work and allows the Organization to better explore the aviation technologies of the future. In Montréal, we are taking a lead in the fight against climate change. We know this is another area in which ICAO must work, will work, and stands to benefit from local expertise.

“Montréal and Québec are also home to one of the biggest aviation industrial hubs in the world, with companies like Bombardier, Airbus, Bell Helicopter, Pratt & Whitney, CAE, and as of last week Mitsubishi. All of this truly makes Québec a nerve centre of the aviation world.

“Québec also has a long history of builders in civil aviation, and aviation has long been a part of our history. The first civilian airport in Canada is located not far from here, in Saint-Hubert. And of course, we have one of the 20 biggest global airlines, Air Canada, which got its start as Trans-Canada Airlines.

“And that is not the only air carrier to have gotten off the ground here. Before that, at the time when ICAO was created in Montréal, we had Québecair and Nordair. We have always had, and still have a great deal of expertise in aviation: pilots, aviation communications specialists, mechanics, and safety experts. As CEO of Air Transat, I saw with my own eyes the expertise that we have and the possibilities for creating airlines in Québec. We can export our expertise to other countries, and we also have many pioneers in the field of aviation.

“I will name one whom many of those present surely know well: Pierre Jeannot, who was CEO of Air Canada, and who is one of the inventors of the famous black box now carried on board aircraft.

“We also have a number of famous pilots: Robert Piché whom I hired at Air Transat and who, in 2001, succeeded in gliding an Airbus 330 for 20 minutes to a safe landing, saving the lives of all of its passengers. An extraordinary feat.

“So Québec has a record of success and innovation, and the ICAO Headquarters has made Montréal the world capital of civil aviation. I am so proud of that. This city is a magnet not just for aviation, but also for other international organizations. We know that the decision taken in 1947 was the right one, and other international organizations have moved here since 1997. Today, Montréal is home to 66 international organizations including 4 UN headquarters, which ranks it third in North America in the number of international organizations after Washington and New York City. And that is not counting all of the international conferences and events that take place regularly in Québec and in Montréal in particular.

“So our city, Montréal, is recognized as a city that is open to the world, a city of knowledge, a city of aviation. I believe that creates a fertile environment for ICAO to continue developing. It is a partnership that benefits both Québec and the Organization, which is why we were so very relieved at the decision to keep ICAO Headquarters in Montréal until 2036.

“You provide protection, you help protect consumers, you help put all airlines on an equal footing. The work of ICAO is decisive in keeping civil aviation efficient, safe, and better able to rise to the coming challenges.

“In recent years, ICAO has been giving more and more attention to sustainable development. Indeed, your 39th Assembly yielded initiatives for mitigating GHG emissions. I must commend your commitment to the fight against climate change. Of course, this is one issue among many others, such as drone management. Drones are a promising technology, but they also raise safety concerns. And I think ICAO will be capable of developing a regulatory framework to properly integrate drones.

“Another challenge is the growth in air traffic: 4.3 billion passengers in 2017, a 6 per cent increase following on an increase of 7 per cent the year before. Naturally, this means a lot to the economies of many countries, but it forces us to work ever harder to manage traffic, combining efficiency and safety in airports.

“There is also the issue of cybersecurity, which has been a major topic in Québec in recent months, and will take on heightened priority as we do more to protect our infrastructure, communications, and passenger data.

“In conclusion, there are many challenges before us, but we must keep our sights on international cooperation in order to tackle these challenges, and I can tell you that Québec is at your side in this endeavour. The message I have for you today is that Québec is strongly committed to supporting ICAO in Montréal. The Headquarters of ICAO is a precious gem for us. It means so much.

“As your hosts, we are aware of our responsibility to continually improve the work environment for ICAO staff. This is why the Government of Québec granted CAD 1.8 million to support your work for the year 2018-2019. We have just adopted the new Understanding which maintains the exemptions, privileges and arrangements that make your job easier.

“So, you can be sure that we will do what it takes to keep ICAO Headquarters in Montréal for the long term. ICAO is a part of Montréal, a part of Québec, and a part of our DNA as aviators.

“I wish all of you a happy 75th Anniversary and productive discussions at the 40th Assembly.”.

3. The President of the Council extended to the Government and the people of Québec ICAO's most sincere appreciation for the comprehensive and generous assistance which they had provided to the Organization over the years, most notably in making available precious office space to house its Technical Cooperation Programme, but also as evidenced by the recent renewal of the Understanding signed between ICAO and Québec. He offered assurances that that tangible expression of support, coupled with the cordial relations which ICAO continued to enjoy with officials from the Government of Québec, enhanced the Organization's ability to better serve the international aviation community, and expressed thanks, saying "Merci beaucoup!".

Address by Ms. Valérie Plante, Mayor of Montréal

4. "It is a great honour and a pleasure to open the 40th Assembly of ICAO with you. This day is particularly special because we are also marking the 75th Anniversary of your prestigious Organisation, a major milestone.

"Since 1944, ICAO has overseen the sustainable development of international civil aviation. Montréal has been proud to host ICAO Headquarters since 1947. I do not have to tell you that after three quarters of a century, Montréal has developed a strong attachment to ICAO.

"Yesterday, we kicked off *Montréal International Civil Aviation Week*. This week is organized in honour of your Organization. It is a time for us to highlight the prime position of the civil aviation sector in the Montréal community.

"In Montréal, civil aviation is a well-established industry. The reputation of Montréal in the aerospace industry is on solid ground. We are the third largest aerospace centre in the world, and one of only three cities where an airplane can be built from start to finish.

"ICAO has played an important role in the development of the aerospace sector, and is a flagship of economic development in Montreal. Thanks to your Organization, other international civil aviation organizations have chosen to put down roots here, including IATA, ACI, IFALPA and IBAC. The bond between Montréal and ICAO is so strong that we renamed one of the major downtown metro stations in your honour. We also inaugurated a new public space called *Place de l'Aviation Civile Internationale* just next to ICAO, which has become a symbolic gateway to the downtown area. Yesterday, we unveiled this plaque, our gift to ICAO, which will be installed just out front at the entrance to the Headquarters building.

"The aerospace industry is a fast-developing sector that drives innovation and the creation of new technologies. As you know, all the necessary conditions are in place in Montréal for the sector to continue to develop, namely, talent, labour and creativity. As Mayor, I want to continue to support this ecosystem which is strong and vibrant, and I believe the Premier shares that goal. The sector must juggle multiple safety issues on a complex global checkerboard that changes quickly. It must grapple with major environmental issues. More than ever, we, the governments and supranational bodies, have the duty to protect the environment and fight climate change. On this note, I had the immense honour yesterday to speak on behalf of cities at the opening of the United Nations Climate Change Summit. The responsibility to take action on the climate is one our administration is very serious about, and I am glad to know that the matter is at the heart of your deliberations.

“Today, I would like us to take the time to underscore the historic contribution of ICAO and the work of its Members. Civil aviation makes it possible to bring together the international community, and ICAO plays the key role of ensuring the peaceful and harmonious use of airspace.

“I hope that your discussions over the next hours and days will be most productive.”.

5. On behalf of the Delegates and participants at the 40th Session of the Assembly, the President of the Council thanked the Mayor of Montréal most sincerely for the hospitality which her city had shown to all since their arrival. He also took this opportunity to express how much ICAO valued the ongoing support of the Mayor’s administration and the local community in making many Representatives on the Council and to ICAO feel at home during their stay in Montréal, which was truly the global headquarters of aviation.

Address by Mr. Michael Keenan, Deputy Minister of Transport of Canada

6. “It is a great honour for me to address this distinguished audience on behalf of the Minister of Transport of Canada, the Honourable Mark Garneau, and to receive you here in Montréal.

“ICAO is a major pillar of the international community and of orderly international collaboration. It contributes to guiding an industry that unites the whole world through air transportation that is safe, secure, efficient, sustainable and accessible. As Member States working together to support and to advance civil aviation in the world we can all be proud of the work that has been accomplished by ICAO.

“As always, Canada remains committed to ICAO, its vision for sustainable growth, and its mission to serve as the global forum for international civil aviation. We are proud to be a founding member of ICAO and we are deeply honoured that, since its inception, Canada has been ICAO’s home.

“The aviation industry needs forward-thinking leaders and partners at ICAO because the fact is, the challenges facing civil aviation are complex in nature and global in scope, requiring a collaborative approach to reach real and lasting solutions – for everyone, everywhere international airlines fly. Examples include:

- responding to aviation safety and security threats while international traffic continues to increase;
- addressing labour shortages and promoting participation of traditionally underrepresented groups;
- embracing innovative technologies; and
- promoting environmental sustainability in the aviation sector.

“As we know, today is historic. We are marking both the 40th Session of the ICAO Assembly and the Organization’s 75th Anniversary.

“It is hard to imagine just how far we have come in 75 years. In Canada, we have gone from fewer than one million air passengers a year to more than 110 million today. Every country has

experienced this kind of exceptional growth in aviation and it is continuing. Our industries and our expertise have been transformed side-by-side with ICAO, and ICAO has supported us all in the incredible growth of air transport over the past 75 years.

“While anniversaries can be a time to look back on our accomplishments, they are also an opportunity to take stock of our current situation and the challenges that await us. As we face the future, we must find ways to foster, enable and embrace innovation. For example, in Canada, we are looking forward to the future of Aireon, a partnership between NAV CANADA, Iridium Communications, and other leading air navigation service providers in Denmark, Italy and the United Kingdom. By providing 100 percent global air traffic surveillance in real time, it will be a game-changer for the international aviation sector

“Innovation can be seen in all areas – and we will be better prepared to address the resulting challenges and reap the benefits when we work together with all ICAO Member States. It is in this spirit that I would like to welcome you to Canada and express how much Canada wishes this Assembly to be as productive and memorable as all the others, particularly as we are celebrating the 75th Anniversary of ICAO.”

7. Recalling that for 75 years now, Canada had been a most gracious host to ICAO, the President of the Council emphasized that that was unique in the history of the United Nations system and had made Canada the envy of many other countries around the world. He assured the Deputy Minister of Transport that Canada’s unfailing commitment to ICAO and to its mandate for the safe and orderly development of international civil aviation was very much appreciated. The President of the Council asked that ICAO’s best regards be conveyed to the Honourable Marc Garneau, Minister of Transport of Canada.

Presentation of Council President Certificates (CPCs) to recipient States

8. The President of the Council recalled that the ICAO Council had established the *Council President Certificates* in support of the Organization’s *No Country Left Behind* (NCLB) initiative to recognize, on an annual basis, States from each ICAO region which have made significant progress in resolving their safety oversight and security oversight deficiencies and improving the effective implementation of the related ICAO Standards and Recommended Practices (SARPs). The eligibility criteria used for such recognition were objective and transparent and were based on the results of the ICAO safety and security audits and other related activities. The President of the Council had the pleasure to present *Council President Certificates in Aviation Safety* to the following 16 selected States based on their achievements in 2018 (in alphabetical order): Azerbaijan, Bahrain, Gabon, Georgia, Ghana, Guatemala, India, Mauritania, Montenegro, Mozambique, Myanmar, Papua New Guinea, Peru, Qatar, Serbia and Congo.

9. The President of the Council also had the pleasure to present the inaugural *Council President Certificates in Aviation Security* to the following 17 selected States for their achievements (in alphabetical order): Bahrain, Croatia, Dominican Republic, Georgia, Ghana, Jamaica, Kazakhstan, Kenya, Maldives, Mauritania, Namibia, Nigeria, Qatar, Rwanda, Trinidad and Tobago, Turkey and Uganda.

10. The Assembly showed its own appreciation for the commitments and achievements of all of the above-mentioned 28 States with a warm round of applause.

Agenda Item 2: Approval of the Agenda

12. In accordance with Rule 12 of the *Standing Rules of Procedure of the Assembly of the International Civil Aviation Organization* (Doc 7600), the Plenary approved the Agenda reproduced in WP/1.

Agenda Item 3: Establishment of Committees and Commissions

13. In accordance with Rules 6 b), 14 and 18 of its Standing Rules of Procedure (Doc 7600), the Assembly agreed to the establishment of the Credentials, Executive and Coordinating Committees, as well as the Technical, Economic, Legal and Administrative Commissions. The Credentials Committee would meet immediately following the First Plenary Meeting. The President of the Council, as Temporary President of the Assembly, invited the Delegations of Chile, Fiji, Iran (Islamic Republic of), Nigeria and the Russian Federation to designate one member of their delegations to sit on the Credentials Committee, which would meet immediately following the close of the First Plenary Meeting. The Credentials Committee would elect its own Chairperson and present an oral interim report to the Plenary at its Second Meeting

Agenda Item 4: Reference of subjects to Committees and Commissions

14. The Plenary referred the various items in the Agenda as presented in WP/1 to the Executive Committee and the Commissions as follows: Items 10 to 26 to the Executive Committee; Items 27 to 30 to the Technical Commission; Items 31 to 36 to the Economic Commission; Items 37 to 40 to the Legal Commission; and Items 41 to 52 to the Administrative Commission.

Agenda Item 5: Election of Member States to be represented on the Council

Deadline for notification of candidatures for the first and second parts of the Council election

15. The President of the Council, as Temporary President of the Assembly, announced that election to the Council in the first and second parts would be held on Saturday, 28 September 2019, at 0900 hours. The deadline for notification of candidatures, which were to be submitted in writing to the Secretary General, was set for 1215 hours on Thursday, 26 September 2019. Notifications of candidatures for election to the Council in the third part, which would be receivable only after completion of the election in the first and second parts, were to be submitted to the Secretary General during the forty-eight hour period beginning at the close of the meeting on Saturday, 28 September 2019, and ending at that time on Monday, 30 September 2019. The election to the Council in the third part would take place on Tuesday, 1 October 2019, at 1400 hours.

Maximum number of Member States to be elected in each part of the Council election

16. As recommended by the Council in WP/2, the Assembly established the maximum number of Member States to be represented on the Council as follows: Part One – 11 Member States; Part Two – 12 Member States; and Part Three – 13 Member States.

17. The meeting adjourned at 1240 hours.

Minutes of the Second Meeting

(Tuesday, 24 September 2016 at 1500 hours)

SUBJECTS DISCUSSED

1. Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon
— Oral interim report of the Credentials Committee
2. Agenda Item 6: Election of the President of the Assembly
3. Agenda Item 7: Election of the four Vice-Presidents of the Assembly and Chairpersons of Commissions
4. Agenda Item 8: Statements by delegations of Member States

SUMMARY OF DISCUSSIONS

Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon

Oral interim report of the Credentials Committee

1. The Chairperson of the Credentials Committee, Mr. Farhad Parvaresh (Islamic Republic of Iran), presented the oral interim report of the Committee, which was composed of members from Chile, Fiji, Nigeria and the Russian Federation in addition to the Islamic Republic of Iran. He indicated that, at the time of the Committee's first meeting, original credentials in the proper form had been received from 164 Member States, while 173 Member States had delegates registered. Accordingly, with reference to Rule 28 of the Standing Rules of Procedure of the Assembly (Doc 7600), there was a majority of Member States constituting a quorum. Furthermore, original credentials in the proper form had been received from 43 observer delegations, while 46 had registered
2. The Credentials Committee urged all States and organizations that had not yet presented proper credentials to do so as soon as possible. For the time being, in view of Rule 7 of the Standing Rules of Procedure, it recommended that the Assembly permit them to participate in its deliberations.
3. In the absence of comments, the Plenary noted the oral interim report of the Credentials Committee and agreed to its recommendation. The Temporary President of the Assembly, Dr. Olumuyiwa Benard Aliu, the President of the Council, enjoined all delegates who had not yet presented proper credentials to take the necessary action to do so to enable them to participate effectively in the Assembly's proceedings.

Agenda Item 6: Election of the President of the Assembly

4. The Delegate of Sweden, supported by the Delegates of India and the Dominican Republic, nominated Mr. Nari Williams-Singh (Jamaica) as President of the 40th Session of the Assembly.

5. The nomination was approved by acclamation. In declaring Mr. Williams-Singh elected, the Temporary President of the Assembly congratulated him on behalf of all present and invited him to take the chair in the capacity of President.

6. Mr. Williams-Singh indicated that he deemed it a great honour and privilege to accept the confidence reposed in him to serve as President of this historic 40th Session of the ICAO Assembly, an occasion which also celebrated the 75th Anniversary of the signing of the *Convention on International Civil Aviation*. He recalled that Jamaica had previously presided over the 22nd Session of the Assembly in 1977 under Dr. Kenneth Rattray. Mr. Williams-Singh emphasized that this honour, which he accepted on behalf of his country, Jamaica, and other Small Island Developing States (SIDS), provided a fitting crescendo and symbolic continuation of ICAO's five-year *No Country Left Behind* (NCLB) focus. Indeed, it reflected the continuing and genuinely inclusive stance through which ICAO had successfully embraced State equality and inclusion in principle and action. Mr. Williams-Singh thanked the Delegate of Sweden for nominating him to serve as President of the Assembly, and the Delegates of India and the Dominican Republic for their endorsement. Above all, he was appreciative of the support received from his regional group, the group of Latin American and Caribbean States, GRULAC, for Jamaica to serve as President at this auspicious Assembly.

7. Mr. Williams-Singh underscored that, despite team dynamics related to member size, location, influence or other factors, the mantra remained true that the strength of a team, i.e. the global aviation community, was each individual member and that the strength of each member was the team. The corollary to that inclusiveness was the obligation of each State, irrespective of size and other factors, to maintain effective implementation of ICAO SARPs and developmental initiatives which assured global air transport safety and an industry which operated at the highest standards of efficiency. Those were imperatives as the chain of air transport operations in a common sky with common dependencies was truly only as strong as the weakest link. Mr. Williams-Singh emphasized that Jamaica had taken its aviation obligations and responsibilities very seriously and continued to fulfil its obligations as an ICAO Member State.

8. Mr. Williams-Singh highlighted that as Assembly participants representing various governments, jurisdictions, and entities congregated and collaborated, it was clear that while ICAO was grounded in multinationalism, individual government support for air transport safety and efficiency was paramount as an enabling force. He recognized the leadership, support and foresight of the Government of Jamaica, and particularly of its Minister of Transport and Mining, the Honourable Robert Montague, who would join the Assembly later in the week, for ensuring the steady realization of Jamaica's air transport vision. The development and common good of the peoples and nations served by the global aviation industry in each dispersed location would remain overarching objectives. Mr. Williams-Singh underscored that while it was true that participants were differentiated by many factors, their unison of goals and objectives meant that they all had a vested interest in reaching consensus that furthered those goals and objectives in the areas of safety, efficiency, growth, and sustainability for the industry and the populations that they served.

9. Mr. Williams-Singh noted that as the Assembly went through the many important Agenda items he undertook to preside over and guide the activities and deliberations of the meetings in an

impartial, inclusive, and efficient manner. While there would be challenges in reaching agreements based on participants' various circumstances, he was heartened to acknowledge the calibre of the various delegates and interests present, which augured well for outcomes which were uniformly progressive. Mr. Williams-Singh urged participants at this Assembly to redouble their efforts to help achieve ICAO's goals and objectives and its support for enduring global prosperity premised on peaceful co-existence, equitable participation, and meaningful collaboration. He also urged participants, as they deliberated, to remain conscious long after these meetings were concluded, that while deliberation was the work of many men and women, action was the work of each alone. Mr. Williams-Singh graciously relied on participants' support and cooperation as he exercised his duties and responsibilities to ensure a successful Assembly. He closed with a line from the legendary Jamaican singer and songwriter Bob Marley, "One love".

Agenda Item 7: Election of the four Vice-Presidents of the Assembly and Chairpersons of Commissions

10. The President invited nominations for the posts of Vice-President and the Delegate of the United States, seconded by the Delegate of Colombia, proposed the following:

First Vice-President	H.E. Salman Sabah Al-Salem Al-Hamoud Al-Sabah (Kuwait)
Second Vice-President	Ms. Poppy Khoza (South Africa)
Third Vice-President	Mr. Levan Karanadze (Georgia)
Fourth Vice-President	Ms. Soo Jeong (Crystal) Kim (Republic of Korea)

11. These nominations were accepted by acclamation.

12. In addition, as proposed by the Delegate of Nigeria, and seconded by the Delegate of Jordan, the Assembly approved by acclamation the following nominations for Chairpersons of Commissions:

Technical Commission	Mr. Simon Allotey (Ghana)
Economic Commission	Mr. Marc Rioux (Canada)
Legal Commission	Mr. Abdul Kadir Jailani (Indonesia)
Administrative Commission	Mr. Mark Rodmell (United Kingdom)

13. The President warmly congratulated the newly-elected Vice-Presidents and Chairpersons of Commissions.

Agenda Item 8: Statements by delegations of Member States

14. The remainder of the meeting was devoted to Agenda Item 8 and general statements delivered by the Delegations of: China, Finland, Mexico, Spain, Qatar, Sweden, Senegal, France, Cameroon, Italy, Ukraine, India and Peru. A statement was also made by the observer from the European Union (EU).

15. The Delegate of Brazil announced that, through the generosity of his State, Portuguese interpretation services were being provided for Plenary meetings during the Assembly. Highlighting that

Brazil's offer stemmed from ICAO's NCLB initiative, he noted that there were eight ICAO Member States which used the Portuguese language, representing 300 million people and 125 million passengers per year at a time when communication was one of the most important elements of understanding in international and interpersonal relations. The Delegate of Brazil emphasized that the use among all Member States of a common language strengthened the rules of ICAO, which should be followed by all. Brazil was very pleased to be able to offer Portuguese interpretation services at ICAO for a second time, and looked forward to continuing to provide such services in the future.

16. The meeting adjourned at 1715 hours.

Minutes of the Third Meeting

(Wednesday, 25 September 2019 at 0920 hours)

SUBJECTS DISCUSSED

1. Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon
— Approval of oral report of the Executive Committee on Agenda Item 10
2. Agenda Item 8: Statements by delegations of Member States

SUMMARY OF DISCUSSIONS

Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon

Approval of oral report of the Executive Committee on Agenda Item 10

1. The President, in his capacity as Chairperson of the Executive Committee, presented the following oral report on the Committee's examination of WP/46 Revision No. 1 (with Addendum No. 1): The paper presented the financial aspects of the question of contributions in arrears. Revision No. 1 to WP/46 provided the status of contributions in arrears and of Member States that had their voting rights deemed suspended as at 16 September 2019. The recently-distributed Addendum No. 1 presented an update of Appendix C regarding Member States that had their voting rights deemed suspended as at 23 September 2019. It was important to note that the *Financial implications* section of the executive summary of WP/46 Revision No. 1 indicated that "the delay in the receipt of contribution impacts the cash resources of the Organization and could impact programme delivery". The executive summary specified the action proposed by the Council, which was for the Assembly to note the progress made in the collection of long-outstanding arrears.

2. In the absence of comments, the Plenary approved the above oral report and, as recommended by the Executive Committee, took the action proposed in the executive summary of WP/46 Revision No. 1 and noted the progress made in the collection of long-outstanding arrears.

Agenda Item 8: Statements by delegations of Member States

3. The remainder of the meeting was devoted to general statements under Agenda Item 8 delivered by the Delegations of: Japan, the Netherlands, Portugal, Oman, Samoa, Ethiopia, Congo, Bangladesh, Cuba, the United States, Saudi Arabia, Niger, South Africa, Kenya, Nigeria and Nepal.

4. The Plenary adjourned at 1215 hours and reconvened at 1400 hours to enable additional general statements to be delivered by the following Delegations: Cabo Verde, Sudan, Rwanda, Ghana, Iraq, Thailand, Colombia, Indonesia and the Russian Federation. A brief intervention was also made by the Delegation of the Democratic People's Republic of Korea in response to the general statement delivered by the Delegation of Japan.

5. The meeting adjourned at 1515 hours.

Minutes of the Fourth Meeting
(Saturday, 28 September 2019 at 0900 hours)

SUBJECTS DISCUSSED

1. Agenda Item 5: Election of Member States to be represented on the Council
 - Parts One and Two of the election
 - Deadline for presentation of candidatures for Part Three of the election
2. Agenda Item 8: Statements by delegations of Member States

SUMMARY OF DISCUSSIONS

Agenda Item 5: Election of Member States to be represented on the Council

Parts One and Two of the election

1. The President announced that the meeting had been called for the purpose of holding the first two parts of the Council election. Drawing attention to WP/2, which provided detailed background information regarding the election, he observed that Appendix B thereto contained Rules 54 through 61 of the Assembly's Standing Rules of Procedure (Doc 7600) describing the procedure under which the election would take place. The President highlighted that, at its First Plenary Meeting on 24 September 2019, the Assembly had endorsed the Council's recommendation regarding the maximum number of seats to be elected in the three parts of the election as set forth in the executive summary of the paper, in particular, that 11 Member States be elected under Part One and 12 Member States, under Part Two.

2. The President recalled that, at the 37th Session of the Assembly in 2010, Rules 59 and 60 of the said Rules of Procedure had been amended in order to allow for the use of an electronic voting system (EVS) for the Council elections, with the understanding that manual votes would remain in place as a fall-back option. He highlighted that the Council elections during the current Assembly would be conducted in the presence of a representative of the audit consultancy firm BDO Jordan to confirm the security, accuracy and confidentiality of the EVS and to confirm that there was no external interference therewith.

3. The President noted that the names of the Member States which had submitted their candidatures under the first two parts of the Council election were set forth in the Secretary General's memorandum dated 26 September 2019, a copy of which had been placed by the desk of each Delegation, together with an Aide-mémoire on the said electronic voting system. He further indicated that the following information papers concerning candidatures had been submitted: WPs/161 presented by the Arab Civil Aviation Organization (ACAO); /333 presented by Cuba, representing the 22 Member States of the Latin American Civil Aviation Commission (LACAC); and /506 presented by Singapore.

4. After a short video presentation by the Secretariat of the electronic voting system, the following 168 Member States that were eligible to vote in Parts One and Two were provided with the materials necessary to participate in the electronic vote:

Afghanistan	Democratic Republic	Lebanon	Serbia
Albania	of the Congo	Lesotho	Seychelles
Algeria	Denmark	Liberia	Singapore
Andorra	Djibouti	Lithuania	Slovakia
Angola	Dominican Republic	Luxembourg	Slovenia
Argentina	Ecuador	Madagascar	Solomon Islands
Armenia	Egypt	Malaysia	Somalia
Australia	El Salvador	Maldives	South Africa
Austria	Equatorial Guinea	Mali	Spain
Azerbaijan	Eritrea	Malta	Sri Lanka
Bahamas	Estonia	Mauritania	Sudan
Bahrain	Eswatini	Mauritius	Sweden
Bangladesh	Ethiopia	Mexico	Switzerland
Belgium	Fiji	Monaco	Thailand
Belize	Finland	Mongolia	Timor-Leste
Benin	France	Montenegro	Togo
Bhutan	Gabon	Morocco	Tonga
Bolivia (Plurinational State of)	Gambia	Mozambique	Trinidad and Tobago
Bosnia and Herzegovina	Georgia	Myanmar	Tunisia
Botswana	Germany	Nepal	Turkey
Brazil	Ghana	Netherlands	Tuvalu
Brunei Darussalam	Greece	New Zealand	Uganda
Bulgaria	Guatemala	Nicaragua	Ukraine
Burkina Faso	Guinea	Niger	United Arab Emirates
Burundi	Guinea-Bissau	Nigeria	United Kingdom
Cabo Verde	Guyana	North Macedonia	United Republic of Tanzania
Cambodia	Honduras	Norway	United States
Cameroon	Hungary	Oman	Uruguay
Canada	Iceland	Pakistan	Uzbekistan
Central African Republic	India	Panama	Vanuatu
Chad	Indonesia	Papua New Guinea	Venezuela (Bolivarian Republic of)
Chile	Iran (Islamic Republic of)	Paraguay	Viet Nam
China	Iraq	Peru	Yemen
Colombia	Ireland	Poland	Zambia
Congo	Israel	Portugal	Zimbabwe
Cook Islands	Italy	Qatar	
Costa Rica	Jamaica	Republic of Korea	
Côte d'Ivoire	Japan	Republic of Moldova	
Croatia	Jordan	Romania	
Cuba	Kazakhstan	Russian Federation	
Cyprus	Kenya	Rwanda	
Czechia	Kiribati	Saint Vincent and the Grenadines	
Democratic People's Republic of Korea	Kuwait	Samoa	
	Lao People's Democratic Republic	San Marino	
	Latvia	Saudi Arabia	
		Senegal	

5. At the close of the voting session for Part One, 168 Member States had cast votes electronically. In accordance with Rule 60 of the Assembly's Standing Rules of Procedure (Doc 7600), the minimum number of votes required for election was therefore at least 85. The President announced the results of the electronic vote as follows:

Australia	150 votes
Brazil	157 votes
Canada	146 votes
China	160 votes
France	153 votes
Germany	150 votes
Italy	160 votes
Japan	159 votes
Russian Federation	147 votes
United Kingdom	144 votes
United States	149 votes

and declared elected all 11 Member States.

6. The Assembly then proceeded to Part Two of the election. At the close of the voting session, 167 Member States had cast votes electronically. The minimum number of votes required for election was thus at least 84.

7. The result of the ballot, announced by the President, was:

Argentina	142 votes
Colombia	148 votes
Egypt	154 votes
Finland	144 votes
India	162 votes
Mexico	155 votes
Netherlands	145 votes
Nigeria	151 votes
Saudi Arabia	145 votes
Singapore	165 votes
South Africa	148 votes
Spain	151 votes

8. The President declared elected the above 12 Member States.

9. On behalf of the Assembly, the President congratulated all the Member States which had been elected to the Council under Parts One and Two and expressed confidence that their Representatives on the Council would work in the best interest of all ICAO Member States, as well as of the global aviation community. In addition, he voiced appreciation for the Secretariat's assistance in, and facilitation of, the conduct of the elections.

Statement by the representative of the audit consultancy firm BDO Jordan

10. The representative of the audit consultancy firm BDO Jordan, Mr. Hussain AlShobaki, noted that, in cooperation with BDO Canada, his firm had been engaged to review and certify the security, accuracy and confidentiality of the EVS as a part of the election of the ICAO Council. The firm's work covered the security controls regarding the supplier of the EVS, Simply Voting, as well as of the voting tablets, the network and the personal identification numbers (PINs). BDO Jordan had delivered a report to ICAO on 12 September 2019 which had confirmed all the procedures which the firm had performed and had included its observations and conclusion. BDO Jordan had not found any significant issues relating to the security, accuracy, and confidentiality of the said EVS. It would provide a final report after the completion of the entire voting process in the coming days.

Deadline for presentation of candidatures for Part Three of the Council election

11. The President announced that Part Three of the election to the Council would be held at the Fifth Plenary Meeting on Tuesday, 1 October 2019, at 1400 hours. In accordance with Rule 58 of the Assembly's Standing Rules of Procedure (Doc 7600), candidatures for Part Three were to be submitted in writing to the Secretary General by 1015 hours on Monday, 30 September 2019.

Agenda Item 8: Statements by delegations of Member States

12. The remainder of the meeting was devoted to general statements delivered by the Delegations of: the Republic of Korea, Greece, Jamaica, Malaysia, Egypt, Zambia, the United Arab Emirates, Uganda, Turkey, Angola, Zimbabwe, Nicaragua, Sri Lanka and the Dominican Republic.

13. The meeting adjourned at 1215 hours.

Minutes of the Fifth Meeting
(Tuesday, 1 October 2019 at 1400 hours)

SUBJECTS DISCUSSED

1. Agenda Item 5: Election of Member States to be represented on the Council
— Part Three of the election
2. Agenda Item 9: Reports by Committees and Commissions of the Assembly and action thereon
— Approval of Report from the Legal Commission on the General Section and Agenda Items 37 to 40
3. Agenda Item 8: Statements by delegations of Member States

SUMMARY OF DISCUSSIONS

Agenda Item 5: Election of Member States to be represented on the Council

Part Three of the election

1. The President advised the Assembly that a document dated 30 September 2019 had been distributed prior to the convening of the present meeting in which four regional aviation organizations requested support for their candidates for election to the Council under Part Three. Consultations had subsequently been held with some of the said organizations, which had indicated that they had no knowledge of the document and of its distribution. He underscored that while there were informal agreements between such regional organizations for the mutual support of their respective candidates for election to the Council, the document was not an official ICAO document. Furthermore, it was his understanding that its distribution had not been sanctioned by ICAO. Reiterating that during the Assembly distribution of gifts and promotional materials was not allowed in the Assembly Hall and in Conference Rooms 1, 2 and 3, the President stressed that the Council election process must be fair and free and invited Delegates to vote on their own accord.

2. The Delegate of Saudi Arabia noted that the previous day, 30 September 2019, representatives of the four regional aviation organizations had met and agreed on the list of candidates for Part 3 of the election of the Council set forth in the said document. His Delegation had then sent an official e-mail to the inbox of the Office of the Director of the Bureau of Administration and Services (D/ADB) requesting approval to distribute that document. It had been informed that morning that its request had been approved. The Delegate of Saudi Arabia reaffirmed his Delegation's respect for the Assembly and emphasized that it had had absolutely no intention of deviating from the Standing Rules of Procedure of the Assembly (Doc 7600).

3. While acknowledging that a request from the Delegation of Saudi Arabia had been sent by e-mail to the inbox of the Office of D/ADB, the Officer in Charge of ADB (OIC/ADB) indicated that it had been mistakenly construed by a junior ADB staff member as an invitation to an Assembly event

and had been approved for distribution by that staff member without referring the matter to the Administrative Officer or to him or his colleague who was coordinating A40 events. He underscored that clearly that mistaken approval was against the rules which had been established in the Organization for the distribution of gifts and promotional materials. As OIC/ADB, he took full responsibility for that mistake, even though he had not been aware that the junior ADB staff member managing the inbox of the Office of D/ADB had responded to the request from the Delegation of Saudi Arabia without referring it to the said two higher levels of responsibility. In confirming that the approval granted to the Delegation of Saudi Arabia to distribute the document had been a mistake and was against the rules, OIC/ADB asked that it be considered as a mishap. He further pleaded that the said document from the four regional aviation organizations be disregarded for the purposes of the election of the Council under Part Three.

4. The Delegate of Turkey underscored that, as a member of one of the regional aviation organizations, he did not have any knowledge of the distribution of the said document and did not have any information on whether the other members of that organization had any knowledge thereof. Availing that the document's distribution constituted a manipulation of the Council election under Part Three and was totally inappropriate, he requested that the President call upon the Assembly to disregard the document.

5. The President noted that in his previous statement he had already made the position on that distributed document very clear.

6. The Delegate of the United Arab Emirates observed that a mistake had clearly been committed by the Secretariat, which should take responsibility therefor. He emphasized that the distributed document contained general information on some of the States standing for election to the Council under Part Three which was already common knowledge since the Secretary General, in accordance with Rule 54 of the Standing Rules of Procedure of the Assembly (Doc 7600), had posted a list of States which intended to stand for election to the Council under all three Parts on the A40 public website on 24 September 2019 for the purpose of information. The Delegate of the United Arab Emirates therefore supported the stance of the Delegate of Saudi Arabia and urged the Assembly to continue with the election of the Council under Part Three.

7. The President indicated that the Assembly would accordingly proceed with Agenda Item 5 and the election of States to be represented on the Council under Part Three. He highlighted WP/2, which provided detailed background information regarding the election, as well as the following information papers concerning candidatures: WPs/160 Revision No. 1 presented by Qatar; /161 presented by the Arab Civil Aviation Organization (ACAO); /333 presented by Cuba, representing the 22 Member States of the Latin American Civil Aviation Commission (LACAC); /507 Revision No. 1 presented by the United Arab Emirates; and /552 presented by Malaysia. The President recalled that, at its First Plenary Meeting on 24 September 2019, the Assembly had endorsed the Council's recommendation that 13 Member States be elected under Part Three. Noting, however, from the Secretary General's memorandum dated 30 September 2019 that there were 14 Member States which had submitted their candidatures, he emphasized that Delegates could vote for any number of candidates up to, but not exceeding, the number of vacancies to be filled, namely 13.

8. A short video presentation of the electronic voting system was then given by the Secretariat, with it being reiterated that the Council election would be conducted in the presence of a representative of the audit consultancy firm BDO Jordan to confirm the security, accuracy and confidentiality of the EVS and to confirm that there was no external interference therewith.