



Newsletter

Spring 2026



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A WORD FROM OUR EXECUTIVE VICE PRESIDENTS

We are pleased to welcome you to the Spring edition of the ICCAIA Newsletter.

The past quarter has been another active and productive period for the ICCAIA team, marked by important milestones and continued engagement across the international aviation community. One of the highlights of the quarter was the arrival of our new Technical Manager, Anne Arnholm Moerkoere. Anne's onboarding also marks the completion of the planned expansion of ICCAIA's Secretariat, supported by Montreal International, strengthening our support to our members and our engagement with ICAO, its members and industry stakeholders. We were also pleased to officially welcome the Korea Aerospace Industries Association (KAIA) as a new Associate Member of ICCAIA.

Over the past few months, in addition to a packed agenda at the ICAO Council, Air Navigation Commission, panels and working groups, the team has actively participated in a wide range of ICAO meetings and industry events, including ICAO's flagship event, the Global Implementation Support Symposium (GISS) 2026, International Women's Day activities, CAEP Working Groups and Boeing's liaison office celebration, among others. These engagements continue to reinforce ICCAIA's role in supporting the advancement of safe, secure, efficient, and sustainable global aviation.

Preparations are also well underway for ICAO's Seventh Worldwide Air Transport Conference (ATCONF/7). To support this important work, ICCAIA has established a dedicated Small Group focused on coordinating industry input and engagement. In parallel, we have launched a new Ad hoc group to explore the rapidly evolving implications and opportunities of artificial intelligence for the aerospace sector – an area that is expected to become increasingly important across our industry and ICAO discussions.

As always, we thank our members for their continued collaboration, expertise, and support. We hope you enjoy this edition of the newsletter and look forward to continuing our work together in the months ahead.



Dan Carnelly and Nina Brooks
ICCAIA Executive Vice Presidents

ICCAIA Hosts High-Level Networking Breakfast

Strengthening Global Civil Aviation Collaboration

Following the formation of the new ICAO Council after the 42nd Assembly, and after the arrival of a number of new Council members at the start of 2026, ICCAIA convened a high-level networking breakfast on 31 March, bringing together leaders from across the international civil aviation community.

Participants included the President of the ICAO Council, the ICAO Secretary General, Council Members, ICAO leadership, the President and Members of the Air Navigation Commission (ANC), as well as ICCAIA members and industry partners.

The event provided an opportunity to exchange perspectives on key issues facing global civil aviation and to reinforce engagement among stakeholders.

Discussions highlighted the importance of continued collaboration to address emerging challenges and support the safety, security, sustainability, efficiency, and resilience of the global civil aviation system.



ICCAIA remains committed to facilitating dialogue and strengthening cooperation across the aviation ecosystem, and looks forward to continuing its engagement with ICAO and partners worldwide.



ICCAIA WELCOMES KAIA AS A NEW ASSOCIATE MEMBER

ICCAIA is pleased to announce that the **Korea Aerospace Industries Association (KAIA)** has joined the organization as a new Associate Member.

Founded in 1992, KAIA is a leading non-profit organization dedicated to advancing Korea's aerospace industry. Representing both the civil and military aerospace sectors, KAIA plays a central role in supporting industry growth, fostering collaboration among stakeholders, and promoting innovation and research and development. Based in Seoul, the association also organizes the renowned Seoul ADEX airshow and represents the vast majority of South Korea's major aerospace manufacturers and service providers.

KAIA's addition further strengthens ICCAIA's global voice and enhances its ability to support the development of safe, secure, efficient, and sustainable aviation worldwide.

"We are delighted to welcome KAIA to ICCAIA," said Dan Carnelly, ICCAIA Executive Vice President. "We look forward to this new collaboration and to advancing our shared goals for the benefit of the ICCAIA community and the industry."

Nina Brooks, ICCAIA Executive Vice President, also welcomed the new membership, noting that "KAIA will bring valuable new perspectives and inputs to our work with ICAO and beyond."



As an Associate Member, KAIA will contribute to ICCAIA's work across key priorities, including safety and sustainability, while collaborating with fellow members to address the opportunities and challenges shaping the future of aerospace.

To learn more about KAIA, visit: aerospace.or.kr/eng/main/main.php





Celebrating International Women’s Day at ICAO

Women in Aviation Leadership

On 6 March, the ICCAIA team joined ICAO for its annual celebration of International Women’s Day. This year’s event, under the theme “Charting your Course: Empowerment Through Skill-Building and Leadership” was well attended by ICAO Council representatives, industry leaders and local students at ICAO Headquarters in Montréal.

The programme opened with remarks from ICAO Council President Mr. Toshiyuki Onuma, followed by two panel sessions featuring women in leadership from ICAO and the local industry. The first panel explored skills-based career development and mentorship, while the second shared practical insights on advancing careers in aviation.

The event concluded with closing remarks from the ICAO Secretary General, Mr. Juan Carlos Salazar, as well as gifts of appreciation for two outgoing ICAO leaders, including Ms. Jane Hupe, Deputy Director, Environment, and Ms. Thilly De Bodt, Senior Advisor, Gender Equality.



The discussions provided valuable reflections and examples for attendees to take forward in their own careers.

In closing, Mr. Salazar shared a message highlighting that *“the future of aviation belongs to everyone who has the courage to pursue it. By supporting and empowering one another, we ensure that the skies remain open to the best talent available in the world.”* His remarks captured the spirit of the discussions and the sector’s continued efforts toward a more inclusive future.

Radio Frequency Spectrum



A critical issue that needs everyone's support

ICCAIA highlighted this critical issue and actions needed at the 2026 Global Implementation Support Symposium. This article dives deeper into the challenges and solutions.

Radio frequency spectrum is the central nervous system of our aviation system. If the requirements for appropriate aviation radio frequency spectrum allocations are not satisfied and the continued protection of those allocations is not achieved, it could have safety critical implications for international civil aviation and the implementation of Communications, Navigation, and Surveillance (CNS) systems.

The demand for radio frequency spectrum has grown dramatically in recent decades, driven by expansion across satellite, cellular, space, and other industries. This intensifying competition is placing increasing pressure on aviation frequency bands that are critical to safe and reliable operations. Aviation is a globally harmonized industry. Aircraft constantly cross between countries and the CNS systems onboard an aircraft can't be turned off, reconfigured or restricted during a flight based on national boundaries but must work continuously and consistently everywhere. At the 2027 World Radiocommunication Conference (WRC-27), where aviation is one of many competing stakeholders, key decisions will shape the future of these bands. It is essential to safeguard and protect aviation radio frequency spectrum and ensure its use remains globally harmonized. This requires a strong, unified aviation position, both in the lead up to and during the WRC-27, to effectively advocate for the spectrum that underpins aviation safety.

Internationally, the allocation of frequency spectrum to different services is a function of the International Telecommunication Union (ITU).

ITU organizes World Radiocommunications Conferences (WRCs) every four years and addresses major frequency spectrum allocation issues.

The next WRC, WRC-27, will be held in Shanghai in November 2027, and will be a very busy conference, with multiple agenda items, many of which have the potential to impact aeronautical safety services, including aviation radio frequency spectrum.

It is vitally important to recognize that the process of allocating frequencies does not belong to the civil aviation sector. During a WRC, decisions concerning the allocation of frequencies are made by national radio regulatory authorities and since the scope of ITU is not limited to aviation, the heads of delegations are not from the aviation sector. However, representatives from civil aviation authorities and industry can form part of a national delegation.



2027 World Radiocommunication Conference

To learn more on the International Telecommunication Union (ITU) 2027 World Radiocommunication Conference to be held in Shanghai, China, visit:

<https://www.itu.int/wrc-27/>

Radio Frequency Spectrum (*Continued*)

The demand for radio frequency spectrum has changed substantially over the past few decades. The global demand is rapidly growing across many sectors, and this is placing increasing pressure on aviation frequency bands. While the demand comes from many industries, mobile cellular services present the most immediate risk to aviation. The radio altimeter is an onboard aircraft sensor that provides a direct measurement of the aircraft's height above the ground, especially during low-altitude operations such as approach and landing. The concern with mobile cellular deployment is that some 5G/IMT (International Mobile Telecommunications-2020) services operate, or may be considered to operate, in frequency bands right next to the radio altimeter band. If strong ground-based mobile signals affect the radio altimeter, the aircraft could receive unreliable height information at precisely the moment when accuracy is most safety critical. This example shows why new mobile services near aviation frequency bands must be assessed with great care before they are authorized.

Aviation safety systems require long development, testing, and certification cycles measured in decades. Our systems operate with near-zero tolerance for interference. Moreover, aviation changes must be globally harmonized, backward compatible and thoroughly certified. This limits aviation's ability to respond quickly to external spectrum changes. Conversely, telecom systems are not designed to the same safety-critical standards. Mobile cellular technologies are deployed on rapid, commercially driven timelines. This mismatch creates ongoing risk to stable, predictable spectrum used for aviation.



There are other mismatches between the aviation sector and other industries. The mobile industries have spent billions of dollars for frequency spectrum, and considerable resources in lobbying. In turn, this places considerable pressure on regulators to enable rapid deployment of these technologies. These pressures can outpace the careful coordination aviation requires. For example, governments are under pressure to accelerate 5G rollout and prepare for 6G, maintain global competitiveness and generate revenue from spectrum allocation. In addition, Governments often are not fully informed of the consequences of quickly repurposing spectrum.

It is essential that aviation has a consistent and globally harmonized voice during the lead up to, and during, a World Radiocommunications Conference. This is where ICAO plays a central role. During the lead up to a WRC, ICAO develops an official position on each of the agenda items, to be decided at the conference, that impact aviation. This multi-year process is led by the ICAO Frequency Spectrum Management Panel (FSMP). The ICAO position aims to protect safety and meet the envisioned operational needs of our industry. The primary driver of the policy is the safety case, but it also includes efficiency, innovation, and sustainability cases.



Radio Frequency Spectrum (*Continued*)

While the aviation sector may not have the lobbying resources of other industries; we do have one central and fundamental argument. In all of our engagements we should emphasize the critical importance of aviation radio frequency spectrum to public and aviation safety. This point may be obvious to us, but it may not be obvious to many WRC State delegates that are not familiar with our needs and who directly participate in the decision-making process during the WRC deliberations.

ICCAIA recommends that Civil Aviation Authority (CAA) advocacy, on behalf of aviation, should begin as soon as possible at a national level. To gain a better insight into the ICAO global position, there are regular workshops and meetings conducted on a regional basis through the ICAO Regional Offices. These workshops and meetings provide an excellent opportunity for CAA staff to gain an in depth understanding of the ICAO Position for WRC-27. The ICAO position was published during 2025 in a State Letter and is available at: <https://www.icao.int/sites/default/files/FSMP/065e.pdf>.

Prior to each WRC each country develops its own position taking into consideration the national needs across sectors. Ideally, the aviation sector should contribute to the formulation of those policies by participating in this process and contributing expertise on the aviation safety needs for radio frequency spectrum.

Regular engagement with the appropriate departments or ministries (“radio regulatory authorities”) is important to ensure that there is a common understanding of the aviation sector’s need and, most importantly, that we form the collaborative relationships needed to carry this message forward.

It is also important that representatives from each CAA and other civil aviation stakeholders are included in national delegations to the WRC. WRCs are dynamic and there are often questions or debates that arise where subject matter expertise is needed. Expertise and insights from aviation representatives may be needed during discussions and could change the direction of decisions that affect our industry.

As competition for radio frequency spectrum intensifies it will be essential that the aviation sector has a strong voice in the decisions made during the upcoming WRC-27. The aviation sector will need to engage with this process as early as possible at a national level by contributing to the formulation of national policies and, to the extent possible, providing aviation subject matter expertise to the upcoming WRC.

At the recent 2026 GISS Conference, ICCAIA presented a Skytalks in collaboration with ICAO to raise awareness of this issue and also met with Regional ICAO Directors to plan further actions. We will be presenting papers at each of the DGCA Conferences and also plan a webinar for early 2027.

ICAO GLOBAL IMPLEMENTATION SUPPORT SYMPOSIUM (GISS) 2026

ICCAIA's Participation

ICCAIA was pleased to participate in the ICAO Global Implementation Support Symposium (GISS) 2026 in Marrakech from 14 to 16 April, a productive event that brought together stakeholders from across the global aviation ecosystem to discuss key industry priorities and implementation initiatives.

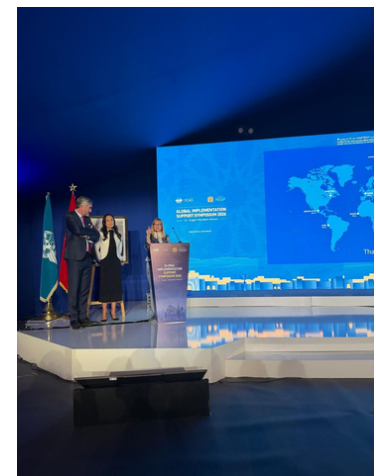
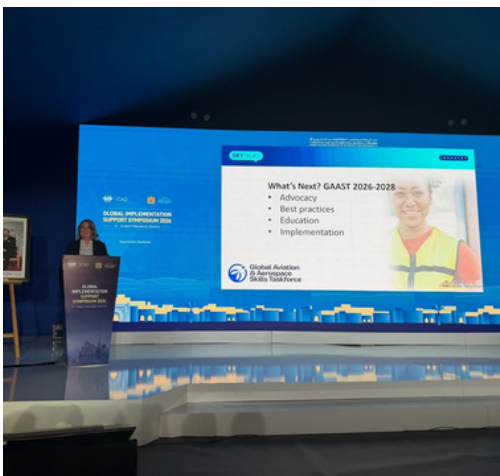
During the symposium, ICCAIA contributed to two Skytalks presentations focused on important topics for the aviation sector: spectrum and the work of the Global Aviation and Aerospace Skills Taskforce (GAAST). The sessions are available to watch on ICAO TV:



- [Frequency Spectrum: The Central Nervous System of Aviation - Global Implementation Support Symposium 2026 - ICAO TV](#)
- [Global Aviation and Aerospace Skills Taskforce \(GAAST\): Delivering Measurable Outcomes - Global Implementation Support Symposium 2026 - ICAO TV](#)

The event also provided an excellent opportunity to engage with ICAO leadership, regional representatives, ICCAIA members, industry partners, and colleagues from across the sector.

ICCAIA was particularly pleased to meet with representatives from GIMAS (Groupement des Industries Marocaines Aéronautiques et Spatiales) and discuss continued collaboration with the Moroccan aerospace industry.



ICCAIA was grateful to ICAO and the event host for organizing a successful and impactful symposium.



ICAO's 7th Worldwide Air Transport Conference

ICCAIA'S ATConf/7 Small Group

Following the issuance of the State Letter on 4 May for ICAO's 7th Session of the Worldwide Air Transport Conference (ATConf/7), to be held from 16–20 November 2026 at ICAO Headquarters in Montréal, ICCAIA has actively continued its preparations by establishing an ATConf/7 Small Group.

Aligned with the conference theme, "Air Transport: Powering Global Connectivity, Economic Development and Resilience in a Dynamic World," the Small Group will focus on preparing ICCAIA's contribution to the conference.

As a next step, members have been invited to submit ideas for potential WPs and IPs by the end of May, ahead of the next meeting scheduled for early June. This meeting will aim to confirm ICCAIA's proposed papers, define key messages, and identify topics for submission to the ICCAIA Strategy Committee for review at its June meeting.

ICCAIA looks forward to playing an active role in shaping the future of global air transport at ATConf/7.

To join ICCAIA's ATConf/7 Small Group, please contact amoerkoere@iccaia.org.

ICCAIA PANEL AND COMMITTEE VACANCIES

We urgently need experts to fill the following positions:

- Airworthiness Committee Co-Vice Chair
- Airport experts to support the ICAO Aerodrome Design and Operations Panel and airport related working groups
- Health Facilitation and Crisis Response Committee Vice-Chair
- Security experts including cybersecurity for participation in panels as well as AVSEC Panel representation

Please contact Nina Brooks at nbrooks@iccaia.org for additional information.

Standardization Roadmap

Understanding how it works

The Making of ICAO Standards

ICAO and its Members create standards, recommended practices, procedures for air navigation (SARPS) and guidance for all aspects of international civil aviation, from emissions to airworthiness, safety to aeronautical communications. These provisions are used globally to create national regulations – the regulations that affect and support manufacturers and service providers daily.

Standards and other provisions are developed by expert groups – made up from States and Industry, agreed by the Air Navigation Commission and Council, and agreed by member States and Industry through a consultation process. The priority for the work is set by the ICAO Assembly, the ICAO Council and Air Navigation Commission.

What is the Standardization Roadmap?

Aerospace and aviation are in a period of fast-paced change and innovation, including new technologies for propulsion, automation and digitalization and new vehicle types. Many of these innovations will need a globally harmonized regulatory framework, supported by global standards and guidance.

To inform ICAO about innovations, their maturity and the likely need for future SARPS, the Standardization Roadmap is a dynamic framework that identifies, evaluates, and monitors innovative aviation technologies and processes at various maturity levels.

It provides an opportunity for States and Industry to provide data on emerging aviation technologies, enabling ICAO to anticipate regulatory needs while giving innovators greater certainty about the path to global standardization and implementation of their technologies.

It serves as both an information-gathering tool and a forward-planning mechanism, providing a clear timeline of when innovations might be ready for global implementation and when related regulatory provisions may be needed.



Source: <https://istars.icao.int/Sites/Innovation/StandardizationRoadmapGuidelines>

Standardization Roadmap (Continued)

Understanding how it works

Who can submit an entry?

States and International Organizations may create and submit entries to the roadmap – ICCAIA supports its members to create and amend entries.

An entry can be created for a specific technology or process, from a specific manufacturer or service provider.

What information is needed?

Making an entry is easy.

The information is cumulative – in the early stages of an innovation, the information needed is minimal. It includes a description of the innovation, how it is globally applicable, how it will be used, a measure of its maturity (TRL for a technology) and its likely date of entry into service. No proprietary or sensitive information is provided. ICCAIA can support the creation of an entry and provide the needed forms.

As the innovation matures, the entry passes through “gates” where more information is added, including certification dates, and likely need for new or amended standards, such as flight operations, certification, technical standards, airport upgrades and guidance material. ICCAIA can help to facilitate this work. The entry is referred to expert groups in ICAO for assessment.

Benefits

- Visibility
- Harmonization
- Holistic view of needs across all disciplines

If global standards, recommended practices, procedures and guidance will be needed for your innovation, the Standardization Roadmap provides a mechanism to raise its visibility to ICAO for proactive, forward-planning.



Source: <https://istars.icao.int/Sites/Innovation/StandardizationRoadmapGuidelines>

ATAG Workshop Brings Industry Stakeholders Together in London

Communicating The Value of Aviation

On 22 April, ATAG convened a workshop in London as part of preparations for the next edition of the Aviation: Benefits Beyond Borders (ABBB) report, scheduled for release in November 2026.

The event brought together strong representation from ICCAIA member associations, including AIA and ASD, alongside industry leaders such as Airbus, Boeing, Bombardier, COMAC, GE, Rolls-Royce, Pratt & Whitney, Safran, and Thales. Participants included sustainability experts, executives, and communications specialists.



Discussions were framed around the importance of clearly articulating and strengthening the industry's value proposition, moving beyond diagnosis to a more compelling and unified narrative about aviation's role in society and the global economy.

Workshop sessions focused on aviation's reputation, how to better communicate the sector's value, and strategies to strengthen and amplify industry positioning. Interactive exercises and networking opportunities encouraged constructive dialogue and strong stakeholder engagement throughout the day.

ATAG will build on these insights in the coming weeks to further refine messaging and support a more unified and compelling articulation of aviation's value.

Launch of Boeing's New ICAO Liaison Office

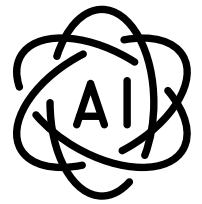


On 13 May, ICCAIA was pleased to join Boeing in celebrating the launch of its new Liaison Office to the International Civil Aviation Organization in Montréal.

This important milestone reflects the value of continued collaboration across the international aviation community as we work together toward a safer, more sustainable, and more connected global aviation sector.

Congratulations to the Boeing team on this exciting new chapter, and special thanks to Mildred Troegeler for her continued leadership, engagement, and commitment to strengthening collaboration across the global aviation community.

ICCAIA's New Artificial Intelligence (AI) Ad-Hoc Group



Group Launch and Appointment of Leadership

ICCAIA has just launched its Artificial Intelligence (AI) Ad-hoc Group and held its inaugural meeting on 25 March 2026.

More recently, Matt Jahn from Boeing and Philippe Goupil from Airbus were elected Chair and Vice Chair of the group, respectively. We are delighted to welcome them in their new roles within the group.

Governance Framework and Terms of Reference

Since its creation, the group has worked on and agreed to its Terms of Reference (ToR), including the creation of three workstreams as follows:

- **Workstream 1 (WS1 – Information Collection)** will focus on information collection and will be led by Pooja Narayan (Airbus)
- **Workstream 2 (WS2 – Position)** will focus on consolidating ICCAIA's position and will be led by Kyle Ford (Collins Aerospace)
- **Workstream 3 (WS3 – Education and Communication)** will focus on education and communication efforts and will be led by Ben Ivers (Boeing)

ICAO Survey on AI

So far, the group has also worked on a consolidated high-level response to the ICAO Artificial Intelligence (AI) Governance Frameworks in Aviation – Current Status and Future Needs' survey, which was submitted to ICAO in April.

The objective of this survey is to better understand the current landscape of AI governance framework development within ICAO Member States and International Organizations as it relates to the aviation sector. The results will help ICAO determine the scope and level of work required over the next three years to support its constituents in this critical

area.

Current Industry Perspectives

The members represented within the group are approaching AI in a variety of ways, reflecting differing levels of maturity, experience, and organizational awareness. AI has the potential to support a wide range of applications across the aviation sector. While many of these applications remain at an early stage of maturity, industry stakeholders are actively working to better understand both the challenges and opportunities associated with AI and to help inform appropriate regulatory frameworks.

It is considered essential that AI certification processes evolve with the necessary speed and practicality, and that rulemaking strikes an appropriate balance between regulation and innovation while continuing to ensure safety.

Next Steps

AI is still evolving, and further information and analysis may be required before a more conclusive view can be reached. ICCAIA intends to develop a more detailed and structured position paper in due course, providing a comprehensive analysis. At present, only a high-level perspective can be offered, reflecting the fact that views differ across members. As an industry, there is a shared intention to move toward greater alignment; however, further internal coordination and consensus-building will be required before a unified position can be established.

The group will continue to meet monthly as it advances its work on AI in aviation, and we look forward to contributing to and taking part in this important work.

To join ICCAIA's AI Ad-Hoc Group, please contact amoerkoere@iccaia.org.

Environment Committee

The Aircraft Noise and Emissions Committee (ANEC) becomes the Environment Committee (ENV-COM)

The Aircraft Noise and Emissions Committee (ANEC) was originally established to develop and implement policy related to international regulations governing aircraft noise, CO₂ emissions, and engine combustion emissions, as well as broader aviation environmental impacts.

In recent years, the scope of the committee's work has expanded significantly beyond its original mandate, encompassing additional areas such as sustainable aviation fuels (SAF) and alternative energies, CORSIA, LTAG, non-CO₂ impacts, and climate adaptation. In addition, while most of its work remains within the framework of ICAO, the committee is increasingly engaged in activities under other United Nations agencies and international organizations, including UNEP, UNFCCC, ATAG, and IACAC.

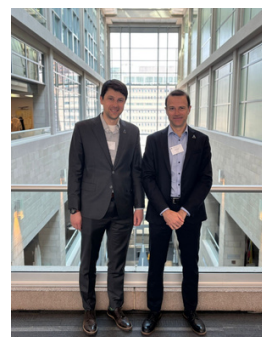
To better reflect the breadth of ICCAIA experts' involvement and the diversity of activities now undertaken, and to align with the updated ICCAIA five-year strategy, the ICCAIA Board approved at its March meeting the renaming of the committee to the Environment Committee (ENV-COM).

ENV-COM & CAEP Activities

March was a particularly busy month for the ICCAIA experts involved in CAEP, with no fewer than six different working group (WG) meetings across Canada, Germany and Switzerland, and the participation of more than 70 ICCAIA experts, both onsite and remotely. Over the course of five weeks, CAEP's MDG/FESG (Modelling and Databases Group/Forecasting and Economic Analysis Support Group), WG1 on Noise, WG4 on CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation), WG2 on Airports and Operations, the LMR-TG (LTAG Monitoring and Reporting Task Group), and WG5 on Fuels all met to report on ongoing tasks and progress in support of the current CAEP/14 work programme and in preparation for the next CAEP Steering Group meeting, which will take place later this year in October.

At the end of April, the newly renamed ENV-COM also held its first conference call. This provided an excellent opportunity to learn more about the committee's broad range of activities, share the latest updates from ICCAIA HQ, ask questions, and engage with committee members while ensuring alignment between the committee's work and ICCAIA's new five-year strategy.

ICCAIA remains fully engaged in supporting CAEP's important environmental work and international collaboration efforts.





ICCAIA COMMITTEE UPDATES (Continued)

Health, Facilitation and Crisis Response Committee

14th Meeting of the ICAO Facilitation Panel (FALP/14)

The 14th meeting of the ICAO Facilitation Panel took place from April 20 to 24 in Montreal, bringing together more than 200 registered experts. ICCAIA was represented by six experts participating both in person and remotely.

Given that the previous Facilitation Panel meeting (FALP/13) was held in February 2024 and that the 42nd ICAO Assembly convened at the end of 2025, the panel reviewed recent developments related to Facilitation within ICAO, the United Nations system, and other international organizations. Discussions also covered proposed amendments to Annex 9 – Facilitation and other key topics aligned with ICAO's new Strategic Goal for the 2026–2028 Business Plan.

Of particular interest to ICCAIA were the reports presented by the various Facilitation Panel working groups, especially the Working Group on Accessibility in International Civil Aviation (WGAA), the Working Group on Assistance to Aircraft Accident Victims and their Families (WG-AAAVF), and the Working Group on Annex 9 (WGA9).

ICCAIA will continue to actively contribute to ICAO Facilitation efforts and support the development of practical and globally harmonized solutions for international civil aviation.



Communication, Navigation, and Surveillance/Air Traffic Management (CNS/ATM)

Leadership Transition

ICCAIA is pleased to announce that Laurent Azoulai (Airbus) has assumed the role of Chair of the CNS-ATM Committee, following Tim Murphy (Boeing), who stepped down from the position at the end of 2025. Laurent, who previously served as Vice Chair of the committee, has been serving in his new role for the past few months. Sheila Conway (Boeing) has also assumed the role of Vice Chair over the same period.

Over the past few months, both Laurent and Sheila have demonstrated strong leadership and commitment to advancing the committee's important work. ICCAIA is confident that, under their guidance, the CNS-ATM Committee will continue to effectively support industry priorities and contribute to the development of globally harmonized solutions for international civil aviation.

ICCAIA would also like to thank Tim Murphy for his leadership and valuable contributions as Chair of the CNS-ATM Committee, as well as all committee members for their continued engagement and support of the committee's activities

UPDATES FROM THE ICCAIA SECRETARIAT



Our Team Has Grown Again: Meet Anne Arnholm Moerkoere

On 9 March 2026, the ICCAIA team was delighted to welcome Anne Arnholm Moerkoere as its new Technical Manager!

Anne joined ICCAIA from Naviair, where she served as Executive Advisor. She brings extensive experience in aviation policy and technical coordination, along with a strong understanding of the international aviation environment.

In her role at ICCAIA, Anne will support the work of ICCAIA committees and advisory groups and contribute to advancing the organization's technical engagement across key aviation initiatives. She will work closely with ICCAIA members and stakeholders to help facilitate collaboration and support the industry's priorities in international aviation forums.

We are delighted to welcome Anne to the team and look forward to her contributions to ICCAIA's ongoing work.

**DID YOU
KNOW?**



As an ICCAIA member, you can help to shape global policy and frameworks at ICAO by participating in ICCAIA's committees and working groups.

UPDATES FROM THE ICCAIA SECRETARIAT (Continued)

ICCAIA Announces Completion of Organizational Expansion Project

ICCAIA is pleased to announce the successful completion of its organizational expansion project, marking a significant milestone in ICCAIA's continued growth and capacity to support the global aerospace community.

Over the past two years, ICCAIA has expanded its Secretariat from two to seven full-time staff members, strengthening its expertise across key priority areas.



We're pleased to introduce the full team:

- Dan Carnelly, Executive Vice President and Permanent Representative to the ICAO Council
- Nina Brooks, Executive Vice President and Permanent Representative to the ICAO Air Navigation Commission
- Anouck Barreaux, Director, Environmental Affairs and Air Transport Policy
- Alexandra Paré, Director, Membership, Marketing and Communications
- Abdallah Amor, Technical Manager, Air Navigation and Safety Policy
- Anne Arnholm Moerkoere, Technical Manager
- Jillian Lee, Administrative Coordinator

This expansion enhances ICCAIA's ability to effectively represent industry perspectives and contribute to the development of international aviation policy.

ICCAIA extends its sincere thanks to its funding partners – Développement économique Canada pour les régions du Québec (DEC), Ministère des Relations et de la Francophonie du Québec (MRIF), and the City of Montréal – as well as to Montréal International for their valuable support throughout this initiative.

The ICCAIA team looks forward to continuing its mission and deepening its engagement with stakeholders across the air transport sector.



UPDATES FROM THE ICCAIA SECRETARIAT (Continued)

Team Afternoon Tea Party

On 23 March, the ICCAIA team, now a full team of seven, gathered for a traditional English afternoon tea hosted by Nina Brooks and Dan Carnelly (ICCAIA Executive Vice Presidents), both originally from England.

The event was held at the ICAO Office to mark this milestone and provided a relaxed opportunity for colleagues to come together and take a break from day-to-day work.

The afternoon offered a chance to experience a classic British tradition in an informal and friendly setting.



Team Cabane à Sucre

In late April, the ICCAIA team visited a traditional sugar shack in Québec to celebrate the arrival of spring and enjoy a moment together outside the office.

The outing provided a great opportunity for the team to connect while experiencing one of Québec's most cherished (and sweet) seasonal traditions.

The team enjoyed a traditional Québécois meal, maple treats, and the warm atmosphere that makes sugar shack season such a special time of year in Québec.



Special Feature

SAF Global Summit 2026



Following an important year in 2025, 2026 marks a critical turning point for the industry. The **SAF Global Summit 2026 (#SAFGlobal26)** returns to London on 22-23 September. This prestigious event unites visionary leaders with a singular mission: building global momentum by powering SAF through policy, investment, and innovation. Over 700 top executives from across the value chain – including policymakers, energy leaders, producers, investors, airlines, and OEMs – will gather to transform ambitious targets into meaningful progress.

The 2026 edition will focus on four key pillars: robust policy, strategic investment, scaled production and effective supply chain logistics, and innovative technologies. Initiatives like REFUEL EU, the UK Mandate, and the U.S. Inflation Reduction Act (IRA) are key to driving the movement forward through collaborative policy efforts. By engaging public investors and pioneering ventures, the summit aims to fuel investments that create a more scalable market. By developing efficient supply chains to meet the surging demand for SAF, green corridors will bridge regions with SAF through cross-continental bonds. By turning cutting-edge technologies from the lab into practical applications, innovation will be driven forward.

Join industry leaders in shaping the future of sustainable aviation. This is where the blueprint for 2030 and beyond will be written.

ICCAIA is pleased to support the SAF Global Summit 2026 as a Supporting Partner and looks forward to contributing to the discussions on the future of sustainable aviation fuels and the decarbonization of air transport. Our network can enjoy a special registration discount using code: **SAF10ICCAIA**

Learn more on the event: <https://www.safglobalsummit.com>

NEWS FROM ICCAIA MEMBERS

Singapore Aerospace Community Examines AI Adoption, Trade Risks and Industry Resilience

by AAIS

The aerospace industry is entering a new phase shaped by geopolitical tensions, evolving trade policies, supply chain pressures, workforce challenges and the rapid emergence of artificial intelligence (AI). While many of these trends have been building over several years, industry stakeholders increasingly recognise that they are no longer temporary disruptions, but structural shifts that will influence how aerospace businesses operate and compete in the years ahead.

Against this backdrop, two recent industry seminars held by the Association of Aerospace Industries (Singapore) brought together stakeholders from aerospace manufacturing, maintenance, repair and overhaul (MRO), aviation services, finance, technology and workforce development to examine how companies can adapt to a more uncertain and technology-driven environment.

AI Adoption Moves from Experimentation to Implementation

On 17 March 2026, industry participants gathered at the IMDA PIXEL Hub for a seminar “AI Adoption and Practical Use Cases for Aerospace”. The discussions reflected a broader shift taking place across the aerospace sector: conversations around AI are increasingly moving beyond conceptual interest towards practical implementation and operational deployment. While many aerospace companies remain at different stages of adoption maturity, there was broad agreement that AI is likely to become an increasingly important enabler of productivity, responsiveness and operational efficiency.



The technical discussions opened with a presentation by the European Union Aviation Safety Agency (EASA) Representative in Southeast Asia on “The EASA AI Roadmap for Aviation – Ethics and Evolution.” First published in 2024, the EASA AI Roadmap is a living document outlining the agency’s vision for the safe and ethical deployment of AI in aviation. The roadmap provides a structured action plan for EASA’s AI programme while helping to guide the development of future regulatory and conceptual frameworks for AI adoption within the aviation sector.

Later presentations and a panel discussion highlighted how aerospace presents a uniquely challenging environment for AI adoption. Unlike many other industries, aviation and aerospace operate within highly regulated, safety-critical systems where reliability, transparency and human oversight remain essential.

Participants emphasised that AI implementation in aerospace cannot simply follow the rapid experimentation models seen in other sectors. Instead, adoption will likely continue to evolve in a measured and risk-based manner, shaped by governance requirements, operational assurance and cybersecurity considerations.

NEWS FROM ICCAIA MEMBERS

Singapore Aerospace Community Examines AI Adoption, Trade Risks and Industry Resilience (*Continued*)

by AAIS

A recurring theme throughout the seminar was that successful AI adoption depends as much on organisational readiness as on the technology itself. Companies continue to face challenges translating AI experimentation into measurable operational value without corresponding investments in data quality, digital infrastructure and workforce capability development.



Trade Fragmentation and Supply Chain Resilience

Just a few weeks later, on 29 April 2026, aerospace leaders, finance professionals and government representatives convened at the Singapore Economic Development Board (EDB) for the seminar “Budget 2026, Trade, Financing & Risks: Insights for Aerospace Leaders”.

The discussions focused on how aerospace companies are responding to a more fragmented global trade environment characterised by tariffs, export controls, geopolitical tensions and supply chain realignment. Participants noted that aerospace companies are increasingly operating in what many described as a persistent “perma-crisis” environment, where volatility and disruption have become ongoing business conditions rather than isolated events.

Trade and tariff developments formed a major focus area. Participants examined the potential implications of ongoing U.S. Section 232 and Section 301 investigations on aerospace supply chains and international networks. The discussions reflected growing industry concern that aerospace, historically shaped by highly globalised supply chains and relatively open trade frameworks, may face increasing exposure to national policies and geopolitical pressures.

Companies were encouraged to strengthen scenario planning, trade compliance and supply chain visibility capabilities as risks continue to evolve. Discussions also highlighted broader industry trends including supplier diversification, “China Plus One” sourcing strategies and the relocation of selected supply chain activities to improve resilience and operational flexibility.

NEWS FROM ICCAIA MEMBERS

Singapore Aerospace Community Examines AI Adoption, Trade Risks and Industry Resilience (*Continued*)

by AAIS

Workforce Transformation as a Strategic Priority

One theme linked both seminars: workforce transformation.

Participants highlighted continuing manpower pressures across aerospace manufacturing, MRO and aviation operations, particularly as companies accelerate digitalisation efforts while managing ongoing operational demands.

Importantly, the discussions framed workforce transformation not simply as a human resources issue, but as a strategic capability challenge. As AI and digital technologies become more integrated into aerospace operations, organisations will increasingly require workforces that can operate alongside advanced systems, adapt to evolving workflows and support more data-driven decision-making environments.

There was also recognition that technology adoption alone will not deliver long-term competitiveness without corresponding investments in skills development, leadership alignment and organisational adaptability.

Building Long-Term Resilience

Across both seminars, a broader message emerged: resilience is increasingly becoming a defining strategic priority for the aerospace sector.

Whether responding to geopolitical uncertainty, supply chain disruption, workforce constraints or technological change, aerospace companies are being required to operate with greater agility while continuing to maintain the high levels of safety, reliability and operational assurance expected of the industry.

The discussions underscored the importance of continued collaboration between industry, government and technology stakeholders as the sector adapts to evolving global realities.

Full seminar summaries can be found here:

- [AI Adoption and Practical Use Cases for Aerospace](#)
- [Budget 2026, Trade, Financing & Risks: Insights for Aerospace Leaders](#)



NEWS FROM ICCAIA MEMBERS

Malaysia's Efforts in Strengthening Its Position in the Global Avionics Ecosystem

by MAIA

The Malaysia Aerospace Industry Association (MAIA) recently convened an Avionics Workshop 2026 in Penang, bringing together aerospace manufacturers, MRO providers, research institutions, SMEs, financial institutions, and government agencies to accelerate the development of Malaysia's avionics ecosystem. The workshop reflected Malaysia's growing ambition to strengthen its role within the global aerospace supply chain through coordinated industry collaboration, certification readiness, advanced manufacturing capabilities, and workforce development.



A central theme of the discussions was the importance of aligning Malaysian aerospace capabilities with international OEM requirements. Participants identified critical certifications and standards—including AS9100, NADCAP, DO-178C, DO-254, DO-160, ARINC 653, and ARINC 664—as essential for Malaysian companies seeking deeper integration into global avionics programs. While Malaysia has a growing base of aerospace manufacturing and MRO capabilities, industry participants acknowledged that achieving globally recognized certifications remains a significant challenge, particularly for SMEs due to costs involved, technical complexity, and long qualification timelines.

Importantly, the workshop demonstrated how Malaysian government agencies are actively supporting industry capability development highlighting matching grants for AS9100 certification initiatives, while industry-led collaborations are also supporting specialized aerospace standards training. Participants emphasized that stronger coordination between government agencies, industry primes, OEMs, and SMEs will be critical to creating sustainable capabilities to serve regional and global aerospace markets.

The workshop also focused on Malaysia's future avionics growth areas, including mission computers, advanced sensors, data bus systems, embedded software, power systems, ADS-B technologies, and emphasis on enhanced avionics systems integration. Another key topic was the strategic importance of testing and certification infrastructure. Participants explored opportunities to leverage existing aerospace and space-sector testing facilities established through collaborations involving Aerospace Malaysia Innovation Centre, AIRBUS, and Malaysia Space Agency discussing the long-term potential for establishing an independent avionics test laboratory in Malaysia.

NEWS FROM ICCAIA MEMBERS

Malaysia's Efforts in Strengthening Its Position in the Global Avionics Ecosystem (*Continued*)

by MAIA

Recognizing the increasing importance of cybersecurity and digital compliance within aerospace supply chains, the workshop also addressed evolving global regulatory requirements such as US CMMC 2.0 and the EU NIS2 framework and EASA Part IS standards.

Workforce development emerged as another major priority. Industry leaders stressed the urgent need to strengthen capabilities in systems engineering, embedded software, certification engineering, AI-related aerospace competencies, and safety-critical coding. Discussions also highlighted the importance of modernizing TVET and university aerospace curricula to better align with rapidly evolving avionics technologies and industry needs.

One of the workshop's most significant outcomes was the proposal to establish a dedicated Avionics Working Group to coordinate long-term industry development initiatives, facilitate OEM engagement, improve certification readiness, and strengthen collaboration between government, academia, financial institutions, and industry stakeholders.

For the international aerospace community, the workshop signalled Malaysia's continued commitment to building a globally connected avionics ecosystem capable of supporting both regional and international aerospace programs. Through coordinated public-private collaboration, investment in advanced capabilities, and sustained focus on international standards, Malaysia aims to further position itself as a competitive and reliable partner within the global aerospace value chain.



2026 EVENTS CALENDAR

Dates	Meeting	Place/Notes
01-05 June 2026	ICAO North America, Central, Caribbean / Directors Civil Aviation / 14th Annual Meeting (NACC/DCA/14)	St. George's, Antigua & Barbuda
02-04 June 2026	ICAO Aviation Climate Week 2026	ICAO HQ
09-12 June 2026	ModellCAO	ICAO HQ
09-11 June 2026	Sixteenth Meeting of the FANS Interoperability Team - Asia (FIT-Asia/16)	Bangkok, Thailand
09-11 June 2026	ICAO European and North Atlantic Directors General of Civil Aviation (EUR/NAT-DGCA) Meeting	Italy
14-18 June 2026	Twenty-Third Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/23) and Thirteenth Meeting of the Regional Aviation Safety Group-Middle East (RASG-MID/13)	Cairo, Egypt
26-28 June 2026	4th National Low-Altitude Economy (Suzhou) Industrial Innovation Expo	Suzhou, China
29 June - 03 July 2026	Thirty-First Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/31)	Bangkok, Thailand
07-08 July 2026	ICAO EUR/NAT Regional Workshop on Counter UAS (C-UAS) Measures	Krakow, Poland
21-23 July 2026	ICAO Global Aviation Gender Summit 2026	Luanda, Angola
03-07 August 2026	Fourteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/14) of APANPIRG	Bangkok, Thailand
22-24 Sept. 2026	ICAO Traveller Identification Programme (TRIP 2026)	ICAO HQ
22-23 Sept. 2026	SAF Global Summit 2026	London, UK
05-09 Oct. 2026	ICAO Air Navigation World - Air Traffic Flow Management (ANW-ATFM 2026)	ICAO HQ
13-15 Oct. 2026	Twenty-first Symposium and Exhibition on Traveller Identification Programme, MRTDs, Biometrics and Border Security (TRIP/21)	ICAO HQ
19-23 Oct. 2026	ICAO Security Week 2026	ICAO HQ
2-4 Nov. 2026	4th International Conference on Green Aviation (ICGA 2026)	Xi'an, China
16-20 Nov. 2026	Seventh Meeting of the Worldwide Air Transport Conference (AT-Conf/7)	ICAO HQ
01-03 Dec. 2026	ICAO Second Advanced Air Mobility Symposium (AAM 2026)	Bangkok, Thailand

Please contact info@iccaia.org to express your interest in attending any of these events as part of the ICCAIA delegation.