



ICAO

International Civil Aviation Organization

**Thirty-Sixth Meeting of the Asia/Pacific Air Navigation
Planning and Implementation Regional Group
(APANPIRG/36)**

Bangkok, Thailand, 24 to 26 November 2025

Agenda Item 1B: Follow-up on the outcome of APANPIRG/35 Meeting

**1B.1: Review of the action taken by the ANC/Council on the Report of
APANPIRG/35**

**REVIEW OF THE ACTION TAKEN BY THE ANC AND COUNCIL ON THE REPORTS OF
APANPIRG/35 AND RASG-APAC/14**

(Presented by the Secretariat)

SUMMARY

This paper presents an overview of the review of the reports of the Thirty-fifth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/35) and the Fourteenth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/14) by the Air Navigation Commission, and present an overview of the Consolidated Report to ICAO Council on PIRGs and RASGs for 2024-2025.

Strategic Objectives:

- A: **Safety** – *Enhance global civil aviation safety*
- B: **Air Navigation Capacity and Efficiency** — *Increase the capacity and improve the efficiency of the global aviation system*
- E: **Environmental Protection** — *Minimize the adverse environment effects of civil aviation activities.*

1. INTRODUCTION

1.1 During the eleventh meeting of its 228th Session on 18 March 2025, the Air Navigation Commission (ANC) reviewed the reports of the Thirty-fifth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/35) and the Fourteenth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/14), which were held in Bangkok, Thailand, between 25 to 27 November and 28 to 29 November 2024, respectively.

1.2 The ANC review was based on the Working Group of the Whole for Strategic Review and Planning (WG/SRP) of the Air Navigation Commission meeting held virtually on 12 February 2025, where the APANPIRG/35 report was presented by Captain Manuel Antonio Tamayo, Chairperson of APANPIRG, Director General, Civil Aviation Authority Philippines and RASG-APAC/14 report presented by the Vice-Chairperson of RASG-APAC, Ms. Clara Wong, Deputy Director General of Civil Aviation, Hong Kong, China. The WG/SRP meeting was supported by staff members from the ICAO APAC Offices and Air Navigation Bureau (ANB) (AN-WP/9822 refers).

1.3 The ANC agreed on the consolidated annual report on the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) during the third meeting of its 230 Session on 30 October 2025 (AN-WP/9870 refers). The report covered PIRG and RASG meetings from 1 June 2024 to 30 June 2025. The report included an overview of the APANPIRG/35 and RASG-APAC/14 outcomes. The consolidated report was scheduled to be discussed by the ICAO Council on 21 November 2025.

2. DISCUSSION

2.1 The Commission noted the key challenges and issues in the fields of safety and air navigation, supporting key decisions and conclusions, as well as outstanding conclusions that require specific action by Headquarters (HQ).

2.2 The Commission congratulated APANPIRG and RASG-APAC on their achievements and progress during the last cycle. The ANC acknowledged the key outcomes and challenges, encouraged joint efforts by States and the regional office to address the identified challenges, and expressed appreciation for the region's collaborative efforts and the support provided by the regional office.

APANPIRG/35 Report

2.3 The Commission noted the:

- a) slow progress of APAC Ministerial Declaration Commitments in implementing the Priority Elements of the APAC Seamless Air Navigation Services (ANS) Plan;
- b) increasing demand for air traffic services in the Kabul flight information region (FIR) under contingency situations, as operators are still transiting this airspace due to market demands;
- c) increasing impact and potential hazards associated with the global navigation satellite system signal interference and spoofing, and further noted the lack of uniform guidance and the need for regional cooperation;
- d) slow development for system-wide information management (SWIM) implementation and that delays will impact key air traffic flow management, meteorology (MET), flight and flow – information for a collaborative environment (FF-ICE), and aeronautical information service (AIS) to aeronautical information management transformation;

- e) challenges associated with the dissemination of MET information in the ICAO meteorological information exchange model (IWXXM) form related to the amendment of *Annex 3 – Meteorological Service for International Air Navigation*. The IWXXM challenge included resource constraints in less developed countries, difficulties in updating systems to disseminate IWXXM information, inter- and intra-regional communication infrastructure, and the evolving nature of ICAO provisions related to IWXXM;
- f) key challenges related to 153 outstanding deficiencies in total, including 37 related to aerodrome certification, eight related to status of aerodrome certification in aeronautical information publication, 18 related to AIS quality management systems (QMS) not implemented, 30 related to search and rescue (SAR) capability below requirement, one related to unreliability of aeronautical fixed service communication, three related to provision of information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations (SIGMET), and three related to world area forecast centre forecasts not available; and
- g) root cause of the QMS implementation challenges are primarily due to the lack of resources and understanding of the Standards. The ICAO APAC office has been conducting workshops and seminars to support States in this area.

2.4 The Commission inquired about the harmonisation of APAC's regional guidance for space object launch and re-entry coordination with guidance developed by other regions, e.g., the North Atlantic. It was emphasised that while APAC's guidance was updated, full harmonisation efforts were limited; however, there was intent for future global harmonisation.

2.5 The Commission noted that the Seamless ANS plan version 4.0 would help those States lagging in catching up; the updated Seamless ANS includes new elements and prioritises block zero elements to help States focus on key areas. It aims to support harmonisation and improve air capacity and efficiency. The plan's priorities are tailored to the APAC Region, unlike the global plan that includes elements not currently applicable to the region.

2.6 The Commission appreciated that the 18 Air Navigation Deficiencies were resolved in 2024 related to aerodrome operations (AOP), air traffic management (ATM), communications, navigation and surveillance (CNS), and MET.

2.7 With respect to the Conclusion APANPIRG/35/2 *Regional guidance for design and operations of altiports* and Decision APANPIRG/35/6 *Information Management Panel considers the adoption of SWIM discovery service (SDS) as a global standard for globally interoperable service discovery*, which require action by Headquarters, the Commission agreed to refer the material from the region to the Aerodrome Design and Operations Panel (ADOP) and the Information Management Panel (IMP) for information, considering that job cards already exist for both topics. It was emphasised that referring these materials to the panels for information would enable them to assess how the content could support ongoing work, while ensuring consistency across each panel's work programme.

RASG-APAC/14 Report

2.8 The Commission noted and reviewed the RASG-APAC key challenges, issues, the APAC Ministerial Declaration outcomes, and achievements in 2024. The ANC noted with appreciation the value of the information provided and the continued coordination between the APANPIRG and the RASG-APAC.

2.9 With respect to the key challenges faced by the RASG-APAC, it was noted that technical assistance missions were being impacted by inconsistent funding and noted the RASG-APAC's recommendation that a triennial overlapping budget be adopted.

2.10 With regards to APAC Ministerial Declarations, the APAC effective implementation (EI) of the Critical Elements of the States' safety oversight system level of 66.58 per cent remains below the global average effective implementation level of 70.12 per cent and the Global Aviation Safety Plan (GASP) target of 75 per cent. The role that regional diversity played in Universal Safety Oversight Audit Programme (USOAP) EI progress was evident, with 14 States above 75 per cent, 10 States between 60 and 75 per cent, and 13 States below 60 per cent.

2.11 The Commission noted that implementation of the Pacific Aviation Needs Analysis study recommendations remains challenging, further noting that the PSIDS warrant special attention.

2.12 The ANC noted that the State safety programme (SSP) and accident investigation (AIG) implementation continue to be a low-performing area in the APAC Region. For example, only six States completed implementation, and 16 States are still in the process of implementation. Forty per cent of APAC States established an independent aircraft accident and incident investigation authority. The challenges related to AIG include capability, training, procedures and resources. The APAC Region had established an expert working group and an international cooperation mechanism to assist States in establishing these authorities. The goal was to increase the number of States with independent authorities and improve the timely publication of final accident investigation reports.

2.13 The ANC noted that although there was one State that currently holds a significant safety concern (SSC), significant progress had been made towards resolution, including airspace redesign, promulgation of regulatory material related to air traffic control, air traffic control officer training, and regional cooperation with a neighbouring State had occurred. Progress was made on the technical aspects of the Southeast Asia (SEA) functional airspace block implementation, particularly through the COSCAP programme. However, institutional agreements between the two States are still pending.

2.14 The Commission noted challenges associated with implementation of the Asia-Pacific Regional Aviation Safety Plan (AP-RASP) Roadmap, which includes collaboration with States and industry under RASG to organise capability-building events for the Region and implement safety enhancement initiatives (SEI). WG/SRP further noted that the implementation of RASP Roadmap for 2023-2025 is in progress, and 2026-2028 RASP updates will start soon.

2.15 The ANC noted key outcomes of the RASG-APAC in 2024, including: the AP-RASP for 2023-2025 is well implemented; the APAC Annual Safety Report 2024 was promulgated on time; RASG-APAC's accident rate remained lower than the global rate over the past decade; ICAO APAC Office developed, updated and activated the "Monitoring Tool" for SEI implementation, national aviation safety plan, AP-RASP and GASP SEI mapping; delivery of seven government safety inspector training courses; EI augmentation via CAT Technical Missions, and that 325 out of 355 international aerodromes certifications were completed.

Consolidated Report to Council on PIRGs and RASG 2024-2025

2.16 The ICAO Council, during the second meeting of its 230th Session, agreed to adopt an annual reporting period of 1 July to 30 June for iterations of the consolidated annual report for PIRGs and RASGs, commencing on 1 July 2023. In transition to the revised reporting period, the 2023-2024 report covered the period from 1 April 2023 to 31 May 2024. Hence, this consolidated report covers the period from 1 June 2024 to 30 June 2025 (C-WP/15768 refers).

2.17 With regard to flight and flow – information for a collaborative environment (FF-ICE), the Commission recognised the need to closely monitor the progress of FF-ICE implementation across various regions, including those concerning system-wide information management (SWIM) as a prerequisite to FF-ICE. The Commission expressed concerns over disparate experiences reported across different regions, and the diverse ways of approaching the implementation. Based on feedback provided by the Commission, the Commission noted concerns regarding the transition between FPL2012 and FF-ICE, particularly mixed-mode operations, flight plan translations, and early implementation of FF-ICE in some regions and the impact on adjacent States. The Commission noted that these issues were being addressed by the relevant expert groups, and the planned transition date was to minimise the period of mixed mode. It was considered important that FF-ICE implementation be addressed as a cross-cutting matter, including planned investment in ATM systems.

2.18 The Commission requested the Secretariat to explore ways to promote interregional understanding and cooperation, with a view towards harmonised and coordinated implementation among States and ICAO Regions. This includes facilitating experience-sharing among States and Regions, enabling those facing difficulties to benefit from the experiences of others, so as to avoid common pitfalls and accelerate progress. The Commission agreed to recommend that the Council urge the planning and implementation groups to expedite their development of regional transition plans to FF-ICE and report on the progress achieved and identified challenges that may affect the ability to meet the planned date of 2034 for the transition from FPL 2012 to FF-ICE.

2.19 The Commission noted that the lack of accurate and complete data, and inadequate information sharing affect multiple areas of safety management beyond accident investigation (AIG) and remain a major barrier to effective State safety programme (SSP) implementation. The Commission noted that regions have been conducting several actions and initiatives to address the low implementation of effective SSPs. The Commission agreed that foundational weaknesses in data collection and analysis be recognised as a new global safety challenge and not be linked exclusively to AIG, given their broader impact on safety oversight and management. The Commission agreed to include “ineffective safety reporting due to inadequate information sharing, and weaknesses in accurate and complete data” as a global challenge.

2.20 The Commission was of the view that a more in-depth review of these previously reported challenges was necessary to better facilitate a review of the actions to better address the issues and improve tracking the progress towards the resolution of these issues. This review should identify the underlying root causes and should be aligned with the 2026-2028 ICAO Business Plan and be prioritised, as necessary. The Commission felt that it was important to bring broader perspectives and solutions on these identified global issues, so that they can be better managed by ICAO, regional bodies and States.

2.21 A dashboard, which allows for the monitoring of the reported global challenges and level of participation in PIRGs and RASGs meetings, was created and will be hosted on the ICAO integrated Safety Trend Analysis and Reporting System (iSTARS).

2.22 The Commission agreed to continue working with the Secretariat on enhancing the PIRGs and RASGs consolidated report to the Council.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) review the actions taken by the Air Navigation Commission on the reports of the APANPIRG/35 and RASG-APAC/14; and

- b) provide feedback on the global challenges in **Appendix A** relevant to APAC Region.

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APPENDIX A

STATUS OF PREVIOUSLY IDENTIFIED CHALLENGES FACED AT GLOBAL LEVEL

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
2019-01	Lack of uniform methodology for the identification of deficiencies	Secretariat - Need for the update of the uniform methodology for the identification of deficiencies by PIRGs	2026 CAP 6.2	Pending Pending the availability of resources and prioritization of work programme
2019-02	Insufficient progress in civil-military coordination	Secretariat to promote and assist States improving civil-military cooperation and implementation of flexible use of airspace	2027 CAP 6.2	Ongoing
2019-05	Lack of SAR cooperation and collaboration	APAC and EUR/NAT - Ensure that States are committed to formalize collaboration and cooperation through signed LoAs	2025 CAP APAC 7.8 and CAP EUR 7.8	Ongoing Completed for EUR Work in progress three LoAs signed
		APAC and EUR/NAT - Update the EUR SAR plan and assist States in SAR exercises	2025 CAP APAC 7.8 and CAP EUR 7.8	Completed for EUR Ongoing 2022-No SAR exercise due to the pandemic
2019-08	Lack of PBCS implementation	Secretariat - Robustness of the regional communications infrastructure monitoring system as part of performance-based service provision needed to be further improved	2025 CAP 6.2	Ongoing Work in progress by the PIRGs
		ANC - To identify ways to improve the implementation of PBCS. <i>“Completing this job card will promote global harmonization and performance-based approach to implementations that use existing and/or emerging technologies to provide enhanced communication and surveillance capabilities, while ensuring the acceptable level of</i>	2025 CAP 6.2	Ongoing Secretariat is working to amend the following relevant guidance material: - Doc 9613, <i>Performance-based Navigation (PBN) Manual</i> with expected publication date of 30 November 2022 (Completed) - Doc 9869, <i>Performance-based Communication and Surveillance (PBCS) Manual</i> with expected publication date of 2025

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
		<i>safety.”</i>		
2019-10	GNSS RFI	Secretariat – To review frequency protection and interferences matters, conduct awareness activities; symposia/regional navigation workshops	2026 CAP 1.16 CAP 4.1	Ongoing The issue is being dealt with through the following work streams underway: - Doc 9849, <i>Global Navigation Satellite systems (GNSS) Manual</i> (updated version planned 2025) - Doc 9718, <i>Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including Statement of Approved ICAO Policies</i> (amendment underway) - Doc 8071, <i>Manual on Testing of Radio Navigation Aids</i> (rescheduled for 2024) - Job Card NSP.006.06 & NSP.009.06 - ENB-CNS-2022-11 - Annex 10 – <i>Aeronautical Telecommunications</i> , Volume 1 - AN-Conf/14 Recommendation 2.2/2 - SL E 3/5-24/54 dated 30 April 2024 - iPack for mitigation of GNSS RFI is being developed
		The ANC - To monitor measures related to frequency protection and interferences matters	2026 CAP1.16 CAP 4.1	Ongoing Job Card NSP.006.06 ENB-CNS-2022-11
2019-12	RVSM non-approved, non-compliant. Large Height deviations (LHD) and vertical risk	APAC and EUR/NAT - Monitoring of RVSM compliance	2026 CAP 6.2	Completed
		States to be urged to address the reported LHDs and to collaborate with the appropriate regional monitoring agencies for necessary corrections measures.	2026 CAP 6.2	Ongoing

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
2019-17	Major State safety programme (SSP) implementation difficulties experienced in States	Secretariat to identify ways to address difficulties experienced to support and implement	2026 SAF 2.3	Ongoing: The ANC reviewed the outcomes of a survey conducted by Secretariat on the challenges faced by States for implementation of Annex 19 – <i>Safety Management</i> (with a focus on SSP implementation) in its 220th Session (ANWP/9598).
		ANC - To identify ways to address difficulties experienced by States and to report to Council	2026 SAF 2.3	The Safety Management Manual (Doc 9859) is being revised to provide additional and updated guidance. The SSP course is available in EN and SP and with a virtual delivery option. (2025) There is also a Safety Risk Management Fundamentals one day course available for virtual delivery. Five safety intelligence and safety performance management workshops were delivered in 2023-2024 across ICAO regions. The SSP iPack is now available for deployment. (2025) The first edition of the new <i>Safety Intelligence Manual</i> (Doc 10159) is now available and the online portion of the ICAO Data-driven Decision Making (AD3M) course is being updated to reflect the new guidance. A new course on SMS assessment and monitoring was also launched at the beginning of 2025. (2025) For accident and incident data sharing ICAO has launched an iPack for the Accident/Incident Data Reporting (ADREP) System and transitioned to a new

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
				global reporting tool (ECCAIRS 2). Secretariat continues to use the results of the global survey (mentioned above) and feedback from other engagement initiatives with stakeholders to develop additional implementation support activities and strategies to address the identified challenges. Incorporated the challenge 2020-09
2019-19	Harmonized approach to GANP Monitoring mechanism/tool development globally	Secretariat – To ensure State/PIRG participation in development of ICAO GANP Monitoring mechanism/tool	2020 CAP 1.3	Completed GANP web-based format implemented for easy access by States and PIRGs. Web-based format is already available for GANP. The 7th edition of GANP was endorsed by the 41st Assembly.
2019-20	Support required for the development of a regional accident and incident investigation organization (RAIO) in the Caribbean	Secretariat – To assist with the development of a regional accident and incident investigation organization (RAIO) or Investigation Cooperation Mechanism (ICM) for States with limited aviation capabilities.	2026 SAF NACC 7.6	Ongoing Work in progress through RASG-PA
		Secretariat – To request assistance through the AIG Regional Cooperation Mechanism (ARCM) for the South American Region	2026 SAF NACC 7.6	Ongoing Work in progress through RASG-PA
2020-01	Upgrade of ATS message handling system to support the requirement of the ICAO Meteorological Information Exchange Model (iWXXM),	APAC and Secretariat – To harmonize the implementation between MET service and telecommunication centres run by ANSP.	2025 CAP 6.2	Ongoing Work in progress through APANPIRG
		ANC/Secretariat – To consider providing more detailed guidance for implementation; and postpone the applicable	2020 Not in the Business Plan	Completed

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
	Version 3	date of this requirement to November 2021 taking consideration of COVID-19 impacts.		
2020-02	States experience a lack of competent inspectors, which implies low levels of critical element 4 (CE-4) implementation	APAC – To assist States with a well-developed training programme with an emphasis on on-the-job training (OJT)	2026 SAF.3.1	Ongoing Work in progress through APANPIRG and RASG-APAC
		APAC and Secretariat – To address the underlying problem of each region	2026 SAF 4.1	Ongoing Work in progress through APANPIRG and RASG-APAC
2020-03	Low levels of effective implementation (EI) in all audit areas	APAC – To establish a regional safety oversight organization (RSOO) for Pacific Island States.	2026 SAF 3.2	Ongoing Work in progress through APANPIRG and RASG-APAC
2020-04	Need for an updated Accident/Incident Data Reporting (ADREP) system	Secretariat – To address the availability of data in the Accident/Incident Data Reporting (ADREP) System	2025 SAF 6.12	Ongoing (2025) ICAO has launched an iPack for the Accident/Incident Data Reporting (ADREP) System and transitioned to a new global reporting tool (ECCAIRS 2). Other work partially implemented with EUROCONTROL.
2020-05	High rate of missing operational messages (Flight plans, OPMETs, NOTAMs)	AFI and Secretariat – To identify ways to eliminate missing operational messages	2027 Not in the Business Plan	Ongoing As per APIRG, situation has improved. Not a challenge for CAR/SAM.
2020-06	States are not submitting RVSM data to the RMA Office on a monthly basis	PIRGs – To monitor the issue and report through subsequent PIRGs reporting cycles in order to identify additional measures if necessary	2025 CAP 6.2	Ongoing PIRGs are following up Not a challenge for CAR/SAM.
2020-08	Enhance the use of ICARD regarding the long outstanding resolution of	EUR/NAT and Secretariat – To consider ways to resolve 5LNC duplicates	2026 SAF 6.11	Ongoing IFPP ongoing work on job card IFPP.022.01 – <i>Enhancement and accuracy of the International Codes and Route</i>

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
	5LNC duplicates			<i>Designators (ICARD) system, and resolution of duplicated five-letter name codes 5LNCs</i>
2021-01	Actual geographical area of APIRG and RASG-AFI	Secretariat – To develop proposals for consideration by the ANC and Council related to the definition of Africa Indian Ocean Region.	2025 Not in the Business Plan	Ongoing
		Council – to request the Secretary General, to develop proposals to revise the definition of the Africa- Indian Ocean (AFI) Region to be aligned with the actual geographical area of APIRG and RASG-AFI for consideration by the ANC and Council. The proposal should be coordinated with all the relevant stakeholders at the proper time.	2025 Not in the Business Plan	Reference is made to the Council C-DEC 230/2 on the matter. Work in progress with ESAF and WACAF Regional Offices.
2022-01	Lack of compliance with RVSM related requirements and procedures including the high rate of reported large height deviations (LHD).	Encourage and facilitate appropriate discussions at high-level civil-military coordination at regional and global forums; issue a State letter; develop proposals to address the underlying issues; and develop new Job Cards, as necessary, for consideration by the ANC	2025 CAP 6.2	Ongoing Military aspects concerning RVSM approval were incorporated into the Assembly Resolution A41-10. Raising awareness on the matter at regional levels through symposia is ongoing.
2022-02	Information on the web-based ICAO integrated Safety Trend Analysis and Reporting System (iSTARS)	Update the information for States/administrations and validate the available tools on the iSTARS platform used by States to obtain and share safety data related to the Annual Safety Report, as a matter of urgency	2025 SAF 6.7	Ongoing iSTARS 4.0 has been launched and the issues from the previous version have been resolved. (2025) For accident and incident data sharing ICAO has launched an iPack for the Accident/Incident Data Reporting (ADREP) System and transitioned to a new global reporting tool (ECCAIRS 2).

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
				Decision to close this challenge for next report after checking with the regions.
2023-01	Lack of availability in all ICAO languages the Global Air Navigation Plan (GANP) technical level	Request the Secretariat to identify potential solutions, as the current GANP technical layer in a single language cannot be used.	2027 CAP 1.3	Pending Reference is made to the Council C-DEC 230/2 c) No extra-budgetary resources had been allocated for the translation of the technical part of GANP into all ICAO languages.
2023-02	Formal amendment process to align the areas of applicability of the air navigation plans and the <i>Regional Supplementary Procedures</i> (Doc 7030)	Request the Secretary General to finalize the amendment process to align the areas of applicability of the air navigation plans and the regional supplementary procedures.	2025 CAP 6.2	Ongoing The sixth edition of SUPPs is being processed.
2024-01	Lack of harmonized regional framework and global guidance material for the management of Contingency Coordination Teams (CCTs) in case of airspace disruption	Secretary General to: 1- Provide the required support for the establishment of regional air traffic management contingency framework to ensure harmonization and effective collaboration between ICAO Regions. 2- Develop, in collaboration with States and industry, global guidance on air traffic management contingency management, including the recovery phase, as well as regional frameworks, to support the implementation of Annex 11 – <i>Air Traffic</i>	CAP 6.8 Q2 2026 Q4 2026 Q4 2025	Ongoing

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
		<i>Services.</i> 3- Launch a training programme for building the States capabilities in preparing, responding and managing contingencies.		
2024-02	Low level of development and implementation of National Aviation Safety Plans (NASPs).	Secretary General to conduct regional capacity-building workshops to support States with the development and implementation of national aviation safety plans (NASPs) based on the regional aviation safety plan (RASP) to improve the level of implementation.	Q4 2026 Regions SAF 7.4	Ongoing
2024-03	Slow progress in establishing independent aircraft accident investigation authorities and completion of accident investigation reports	Secretary General to: 1- Support States, that have not yet done so, in establishing independent aircraft accident investigation authorities. 2- Conduct regional capacity-building workshops to support States. 3- Assist States in building their accident investigation capacity focusing on the prompt conduct of investigation, completion and making available of investigation reports. 4- Encourage States to join the regional accident and incident investigation organizations (RAIOs), Investigation Cooperation Mechanisms (ICMs), or enter into agreement to	SAF 3 Q4 2027 Q4 2027 Q4 2027 Q4 2027	Ongoing

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
		delegate the whole or any part of the conducting of such investigation to another State or a RAIO, as practicable, for effective collaboration and sharing of resources.		
2024-04	Low level development of national air navigation plan (NANP)	Secretary General to: 1- Ensure that additional guidance material for ASBU implementation and the template for the NANP are made available for A42. 2- Conduct regional capacity-building workshops to support States with the development and implementation of national air aviation plans (NANPs) based on the regional air navigation plans (ANPs) and the Global Air Navigation Plan (GANP).	Regions/C AP 7.4 Q3 2025 Q4 2027	
2025-01	Ineffective safety reporting due to a lack of sharing inadequate information sharing, accurate and complete weaknesses in data collection and analysis.	Support States in building a strong and positive safety culture and implementing the updated SARPs in Chapter 5 of Annex 19, Amendment 2 (applicable 26 November 2026), complemented by the guidance in the new Safety Intelligence Manual (Doc 10159), including provisions related to: the establishment of an effective Safety Data Collection and Processing System (SDCPS); means for the governance of safety data and safety information; safety data and safety	Q4 2028	The action taken to address this challenge will support addressing Global Challenge 2019-17 on SSP implementation.

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
		information analysis; and safety information sharing and exchange.		

— END —