

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Outcomes of the ICAO Global Artificial Intelligence Survey

ICAO APAC Office

Agenda

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02 **Survey details**

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04 **Survey Response**

Compilation of survey responses

05 **Summary of Key Outcomes**

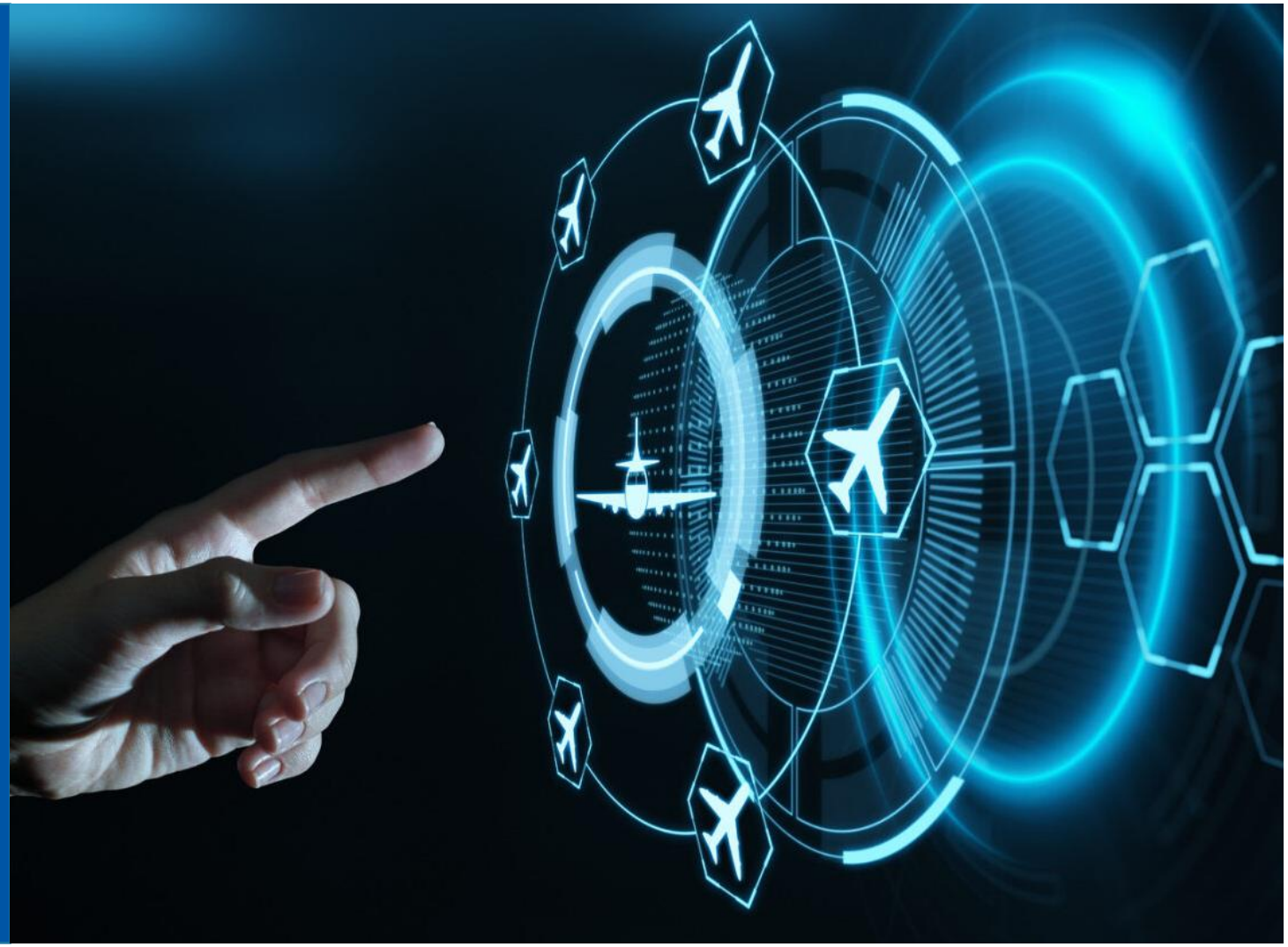
06 **Way forward**

What will we do with the survey results?

ICAO

01

Background of Survey





Survey on Artificial Intelligence (AI) Governance Frameworks in Aviation – Current Status and Future Needs

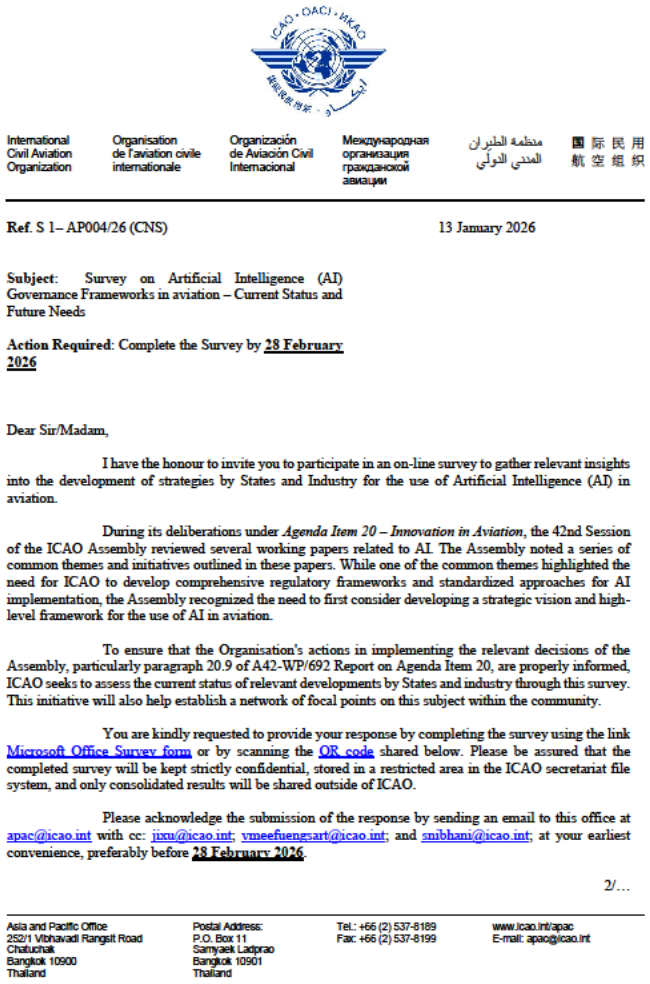
Survey- global

- The 42nd Session of the ICAO Assembly reviewed several working papers related to AI.
- The Assembly noted a series of common themes and initiatives outlined in these papers.
- While one of the common themes highlighted the need for ICAO to develop comprehensive regulatory frameworks and standardised approaches for AI implementation, the Assembly recognized the need to first consider developing a strategic vision and high-level framework for the use of AI in aviation.
- ICAO sought to assess the current status of relevant developments by States and industry through this survey

02

Survey Details





International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

Ref. S 1– AP004/26 (CNS) 13 January 2026

Subject: Survey on Artificial Intelligence (AI) Governance Frameworks in aviation – Current Status and Future Needs

Action Required: Complete the Survey by **28 February 2026**

Dear Sir/Madam,

I have the honour to invite you to participate in an on-line survey to gather relevant insights into the development of strategies by States and Industry for the use of Artificial Intelligence (AI) in aviation.

During its deliberations under *Agenda Item 20 – Innovation in Aviation*, the 42nd Session of the ICAO Assembly reviewed several working papers related to AI. The Assembly noted a series of common themes and initiatives outlined in these papers. While one of the common themes highlighted the need for ICAO to develop comprehensive regulatory frameworks and standardized approaches for AI implementation, the Assembly recognized the need to first consider developing a strategic vision and high-level framework for the use of AI in aviation.

To ensure that the Organisation's actions in implementing the relevant decisions of the Assembly, particularly paragraph 20.9 of A42-WP/692 Report on Agenda Item 20, are properly informed, ICAO seeks to assess the current status of relevant developments by States and industry through this survey. This initiative will also help establish a network of focal points on this subject within the community.

You are kindly requested to provide your response by completing the survey using the link Microsoft Office Survey form or by scanning the QR code shared below. Please be assured that the completed survey will be kept strictly confidential, stored in a restricted area in the ICAO secretariat file system, and only consolidated results will be shared outside of ICAO.

Please acknowledge the submission of the response by sending an email to this office at apac@icao.int with cc: jixu@icao.int; vmeefuengsart@icao.int; and snibhani@icao.int; at your earliest convenience, preferably before **28 February 2026**.

2/...

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Survey on Artificial Intelligence (AI) Governance Frameworks in Aviation – Current Status and Future Needs

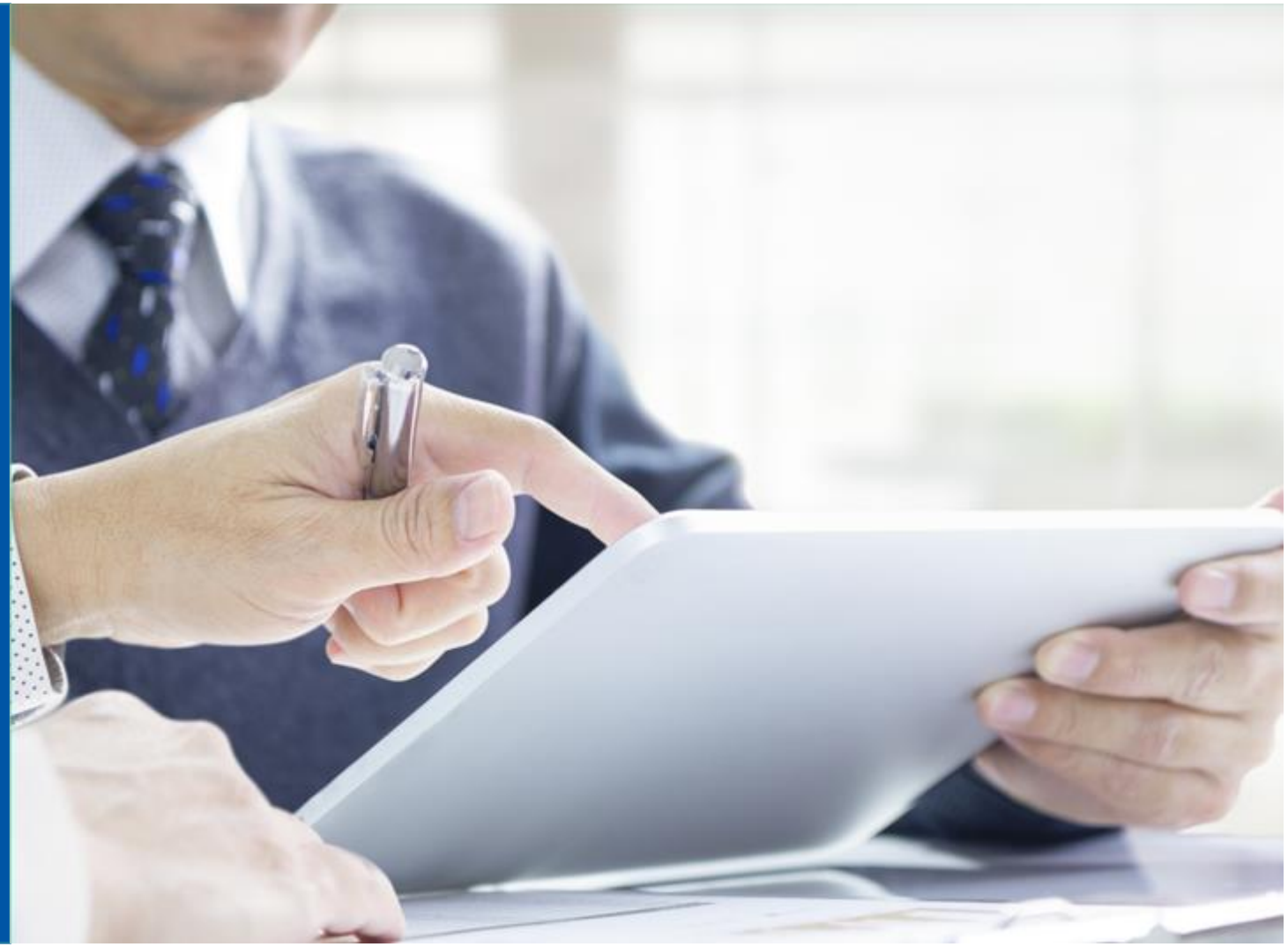
Survey- global

- ICAO APAC Office, in collaboration with ICAO HQ, conducted a survey on AI.
- SL Ref. S 1– AP004/26 (CNS) dated 13 January 2026 was sent
- Response by 28 February 2026
- Further extension of deadline- 31 March 2026

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03

Survey Questions



Survey Questions

Key Areas

Section 1- General Information:

3. Does your State/organisation have **a dedicated department, committee, or focal point** responsible for AI-related matters in aviation?

Section 2- Current AI Adoption in Aviation

4. To **what extent is AI currently being used** or planned for use within your aviation sector?

5. In which **specific aviation domains** are you currently using or planning to use AI? (Select all that apply)

6. How would you **rate the general awareness level within your aviation sector** regarding the specific challenges and risks associated with AI (e.g., safety, ethics, security, liability)?

Survey Questions

Key Areas

Section 3: Development of AI Governance Frameworks

7. Does your State/Organisation **currently have or is it currently developing a dedicated governance framework, policy, or strategy** specifically addressing the use of AI in aviation?

9. Please describe **the level of awareness regarding the need for AI governance framework**(s) in aviation

Section 4: Challenges, Needs, and ICAO Support

10. What are **the most significant challenges** that your State/Organisation faces in developing and implementing **AI governance frameworks for aviation?** (Rank top 3, with 1 being the most significant)

11. In which **5 areas would your State/Organisation most benefit from ICAO's guidance, tools**, or support regarding AI governance in aviation?

04

Survey Responses



Survey Responses

Key Outcomes

Who responded

103 total responses · 91 unique entities · 85 unique States & territories

103
Total responses

85
Unique States & territories

41%
Member-State participation

7
ICAO regions represented

103 responses = 93 Government + 7 International Organizations + 3 'Other'. 91 unique entities (12 submitted more than once); 6 are international organizations, leaving 85 unique States & territories

Survey Responses

Key Outcomes

Who responded

103 total responses · 91 unique entities · 85 unique States & territories

103	85	41%	7
Total responses	Unique States & territories	Member-State participation	ICAO regions represented

103 responses = 93 Government + 7 International Organizations + 3 'Other'. 91 unique entities (12 submitted more than once); 6 are international organizations, leaving 85 unique States & territories

Participation by region

Sorted high → low by Member-State participation rate (▼ column). Departures and EI shown for context.

Values in parentheses ( ) represent submissions from different entities within the same state, territory, or international organization.

Region	Departures	% World Traffic	EI	States	Member States	Participation ▼	Territories	Government	Other	Intl Orgs	Same State Submiss.	Total Responses
1. SAM	1,992,243	5.23%	76.4%	10	13	77%	0	13 (3)	0	0	3	13
2. NACC	11,425,036	30.00%	65.7%	15	22	68%	3	19 (2)	3	2	4	24
3. APAC	12,612,549	33.12%	68.3%	18	39	46%	2	20	0	3	0	23
4. EUR/NAT	9,536,059	25.04%	77.8%	24	56	43%	0	26 (2)	0	2	2	28
5. MID	1,485,978	3.90%	77.4%	4	15	27%	0	4	0	0	0	4
6. ESAF	774,521	2.03%	61.2%	5	24	21%	0	7 (2)	0	0	2	7
7. WACAF	257,407	0.68%	61.1%	4	24	17%	0	4	0	0	0	4
GRAND TOTAL	**38,083,793**	**100%**	**70.4%**	**80**	**193**	**41%**	**5**	**93 (9)**	**3**	**7 (1)**	**12**	**103**

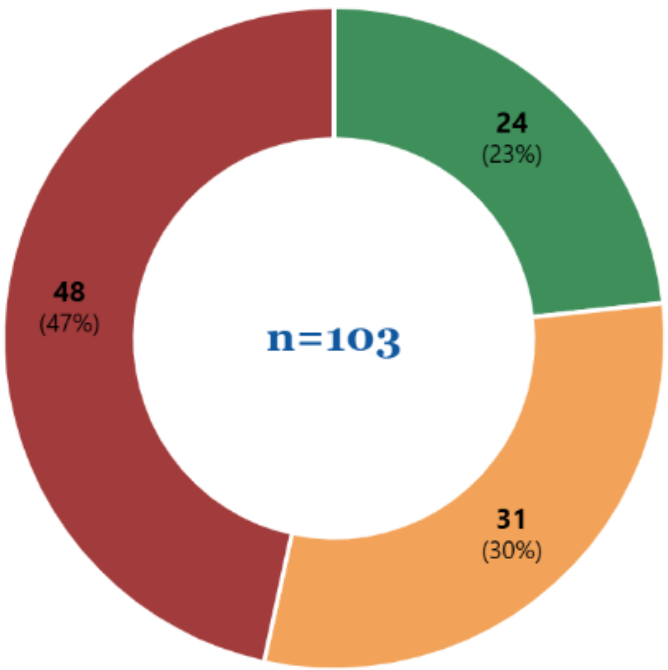
SECTION 1 - GENERAL INFORMATION

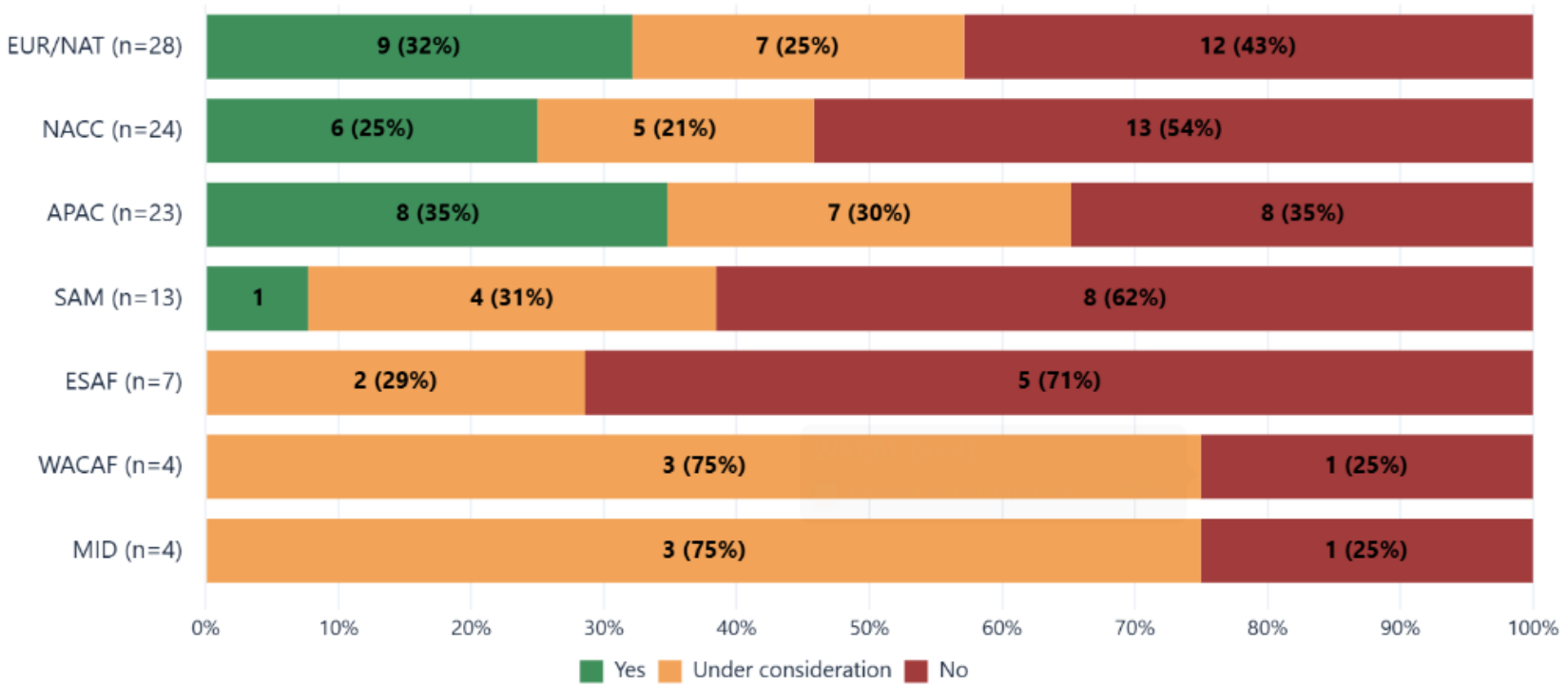
Institutional ownership of AI

Global picture on the left; each region as a 100%-stacked bar on the right, labelled with its sample size.

Q3 · Does your State/organization have a dedicated department, committee, or focal point responsible for AI-related matters in aviation?

Global - Sample size: n=103



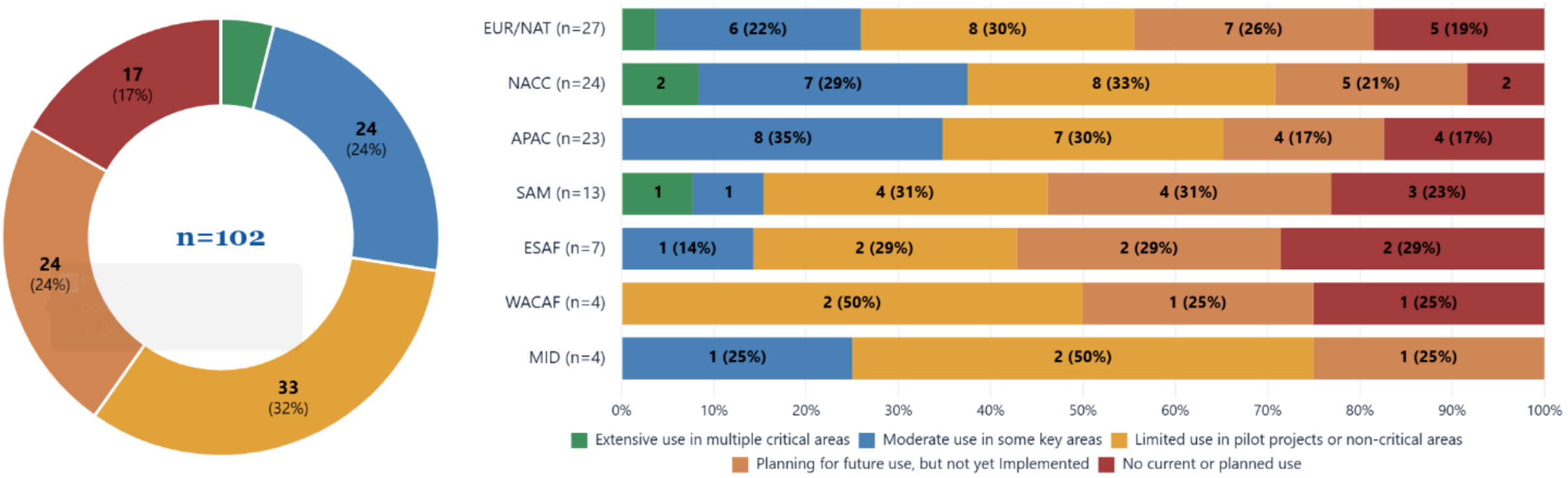


SECTION 2 - CURRENT AI ADOPTION

How AI is being used, and how risk is understood

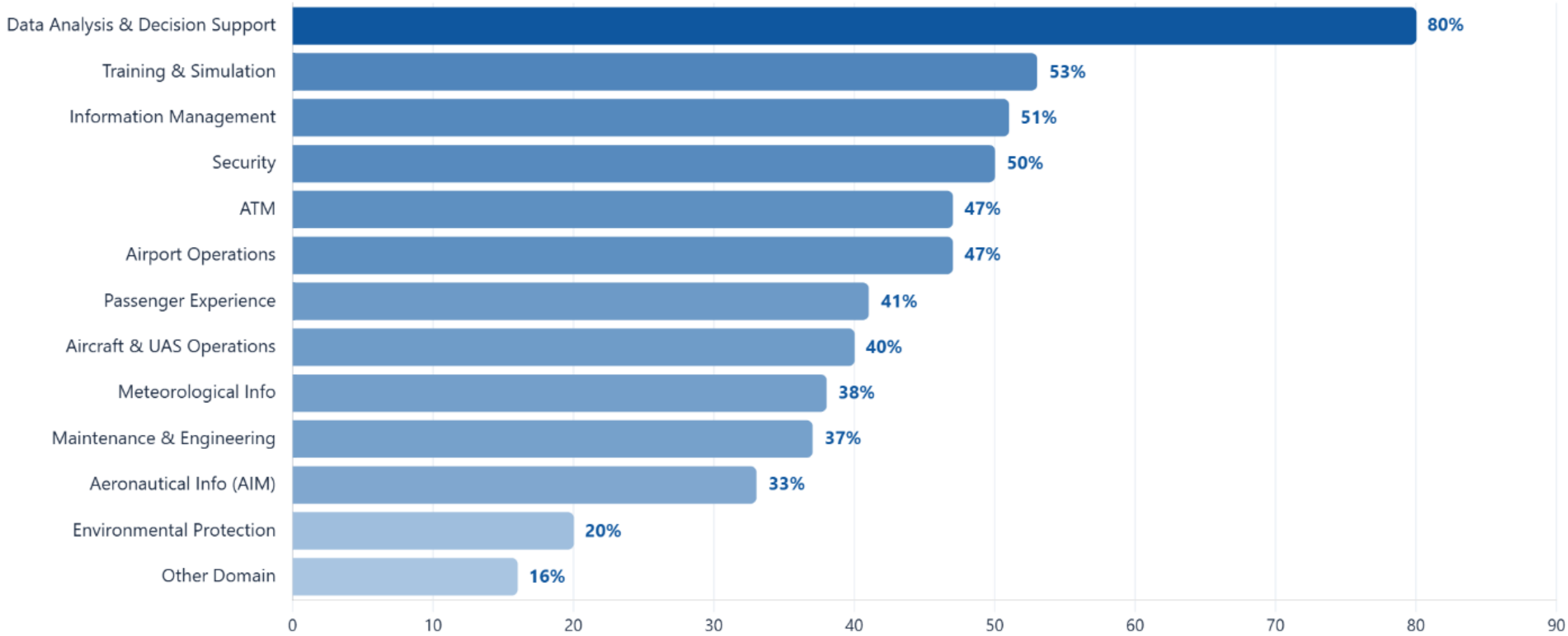
Q4 · To what extent is AI currently being used or planned for use within your aviation sector?

Global - Sample size: n=102



Q5 · In which specific aviation domains are you currently using or planning to use AI?

Global ranking - % of respondents selecting each domain. Sample size: n=94.



Q5 · In which specific aviation domains are you currently using or planning to use AI?

Each cell: % of that region selecting the domain.

Domain	Global %	EUR/NAT n=22	NACC n=23	APAC n=23	SAM n=13	ESAF n=6	WACAF n=3	MID n=4
Data Analysis & Decision Support	80%	77% 17	78% 18	74% 17	85% 11	83% 5	100% 3	100% 4
Training & Simulation	53%	59% 13	52% 12	43% 10	46% 6	100% 6	67% 2	25% 1
Information Management	51%	41% 9	61% 14	48% 11	54% 7	67% 4	67% 2	25% 1
Security	50%	55% 12	48% 11	57% 13	31% 4	50% 3	67% 2	50% 2
ATM	47%	59% 13	48% 11	39% 9	38% 5	33% 2	67% 2	50% 2
Airport Operations	47%	41% 9	52% 12	61% 14	31% 4	50% 3	33% 1	25% 1
Passenger Experience	41%	41% 9	43% 10	52% 12	38% 5	17% 1	33% 1	25% 1
Aircraft & UAS Operations	40%	45% 10	48% 11	30% 7	23% 3	50% 3	67% 2	50% 2
Meteorological Info	38%	41% 9	48% 11	30% 7	38% 5	33% 2	33% 1	25% 1

Survey Responses

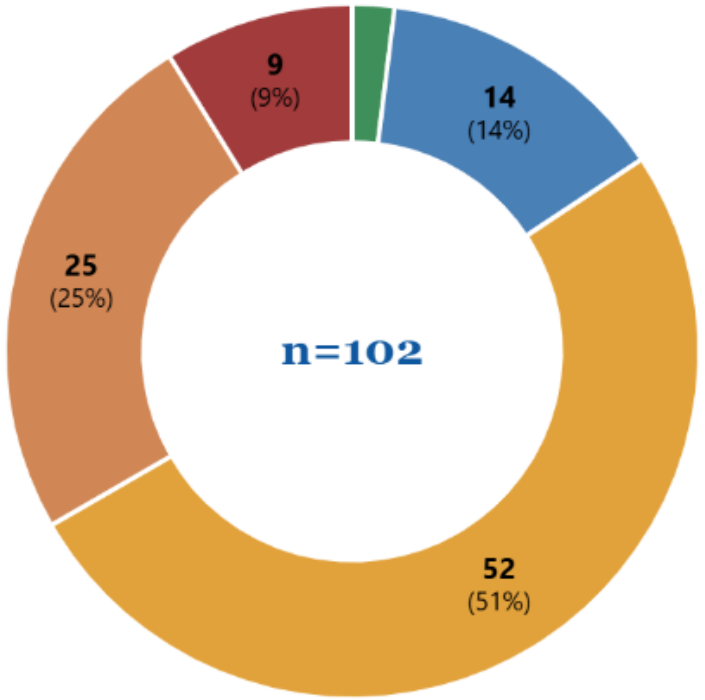
Q5 · In which specific aviation domains are you currently using or planning to use AI?

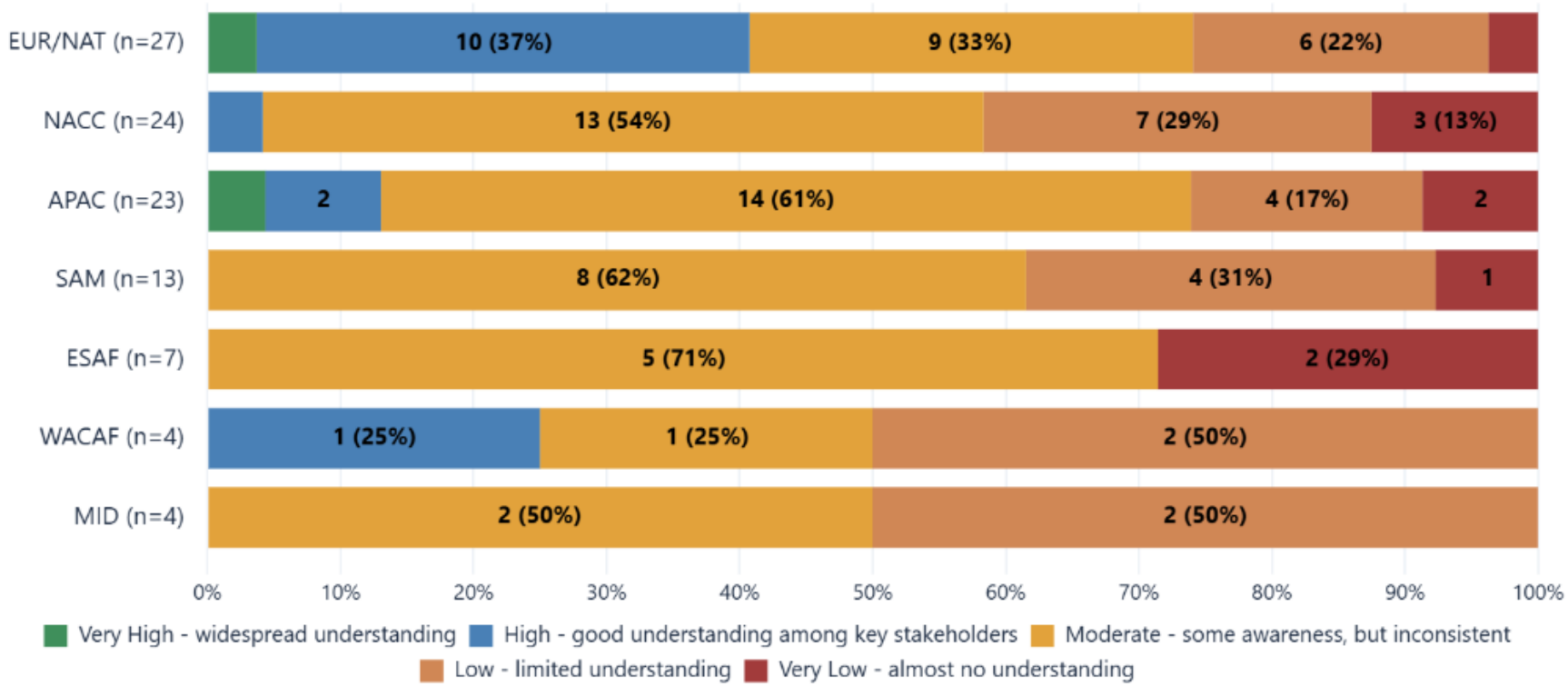
Each cell: % of that region selecting the domain.

Domain	Global %	EUR/NAT n=22	NACC n=23	APAC n=23	SAM n=13	ESAF n=6	WACAF n=3	MID n=4
Maintenance & Engineering	37%	32% 7	48% 11	35% 8	15% 2	67% 4	67% 2	25% 1
Aeronautical Info (AIM)	33%	41% 9	39% 9	22% 5	23% 3	33% 2	67% 2	25% 1
Environmental Protection	20%	23% 5	22% 5	13% 3	8% 1	33% 2	67% 2	25% 1
Other Domain	16%	18% 4	22% 5	22% 5	8% 1	0% 0	0% 0	0% 0

Q6 · How would you rate the general awareness level within your aviation sector regarding the specific challenges and risks associated with AI (safety, ethics, security, liability)?

Global - Sample size: n=102





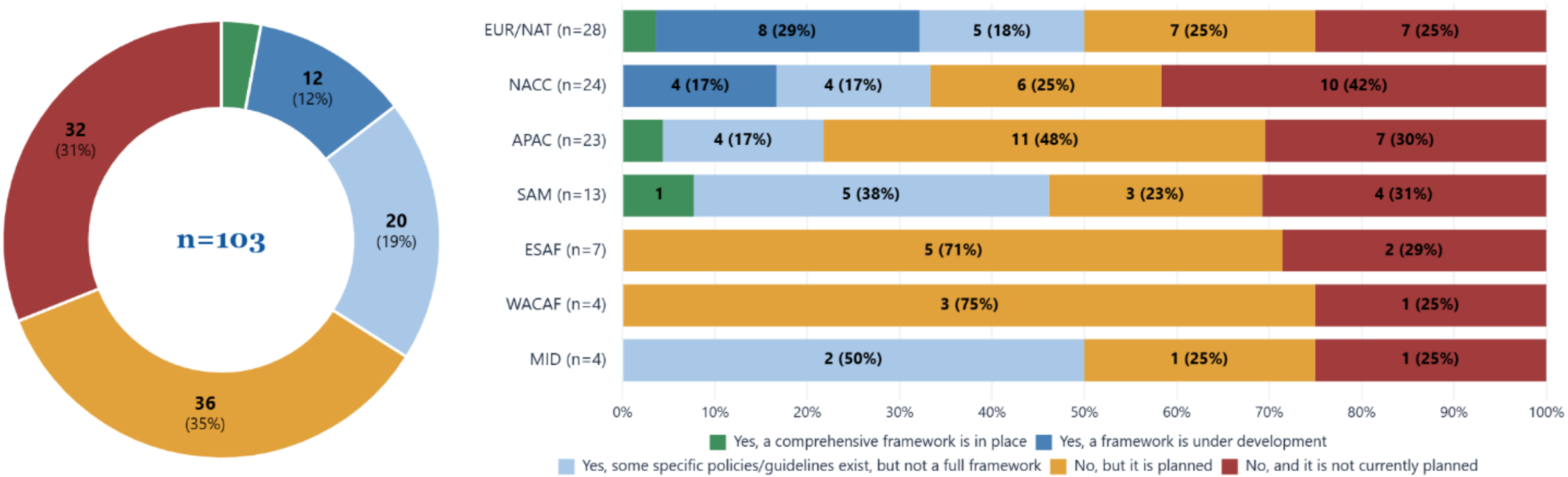
SECTION 3 - GOVERNANCE FRAMEWORKS

Whether the rules exist for what is being deployed

Global picture on the left; each region as a 100%-stacked bar on the right. Q9 maturity shown at global level.

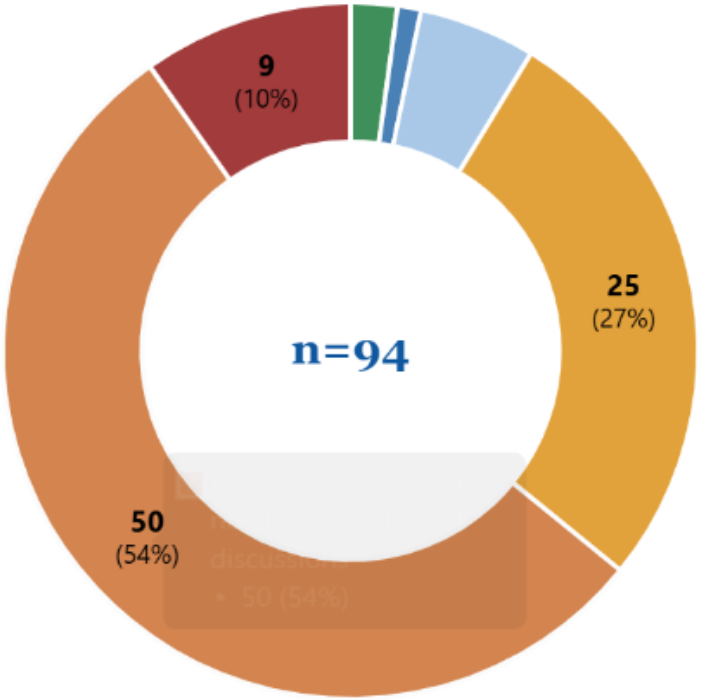
Q7 · Does your State/Organization currently have, or is it developing, a dedicated governance framework, policy, or strategy specifically addressing the use of AI in aviation?

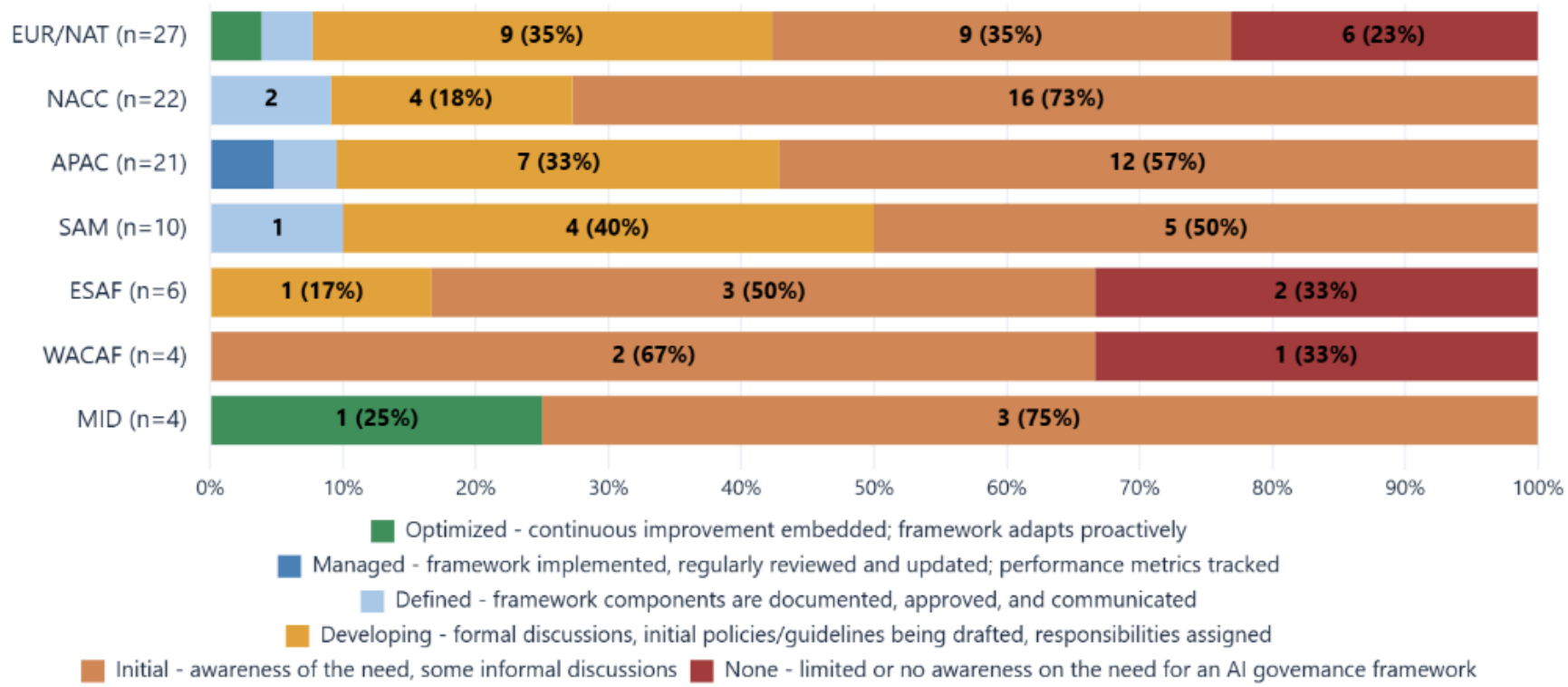
Global - Sample size: n=103



Q9 · Please describe the level of awareness regarding the need for AI governance framework(s) in aviation.

Global - Sample size: n=94





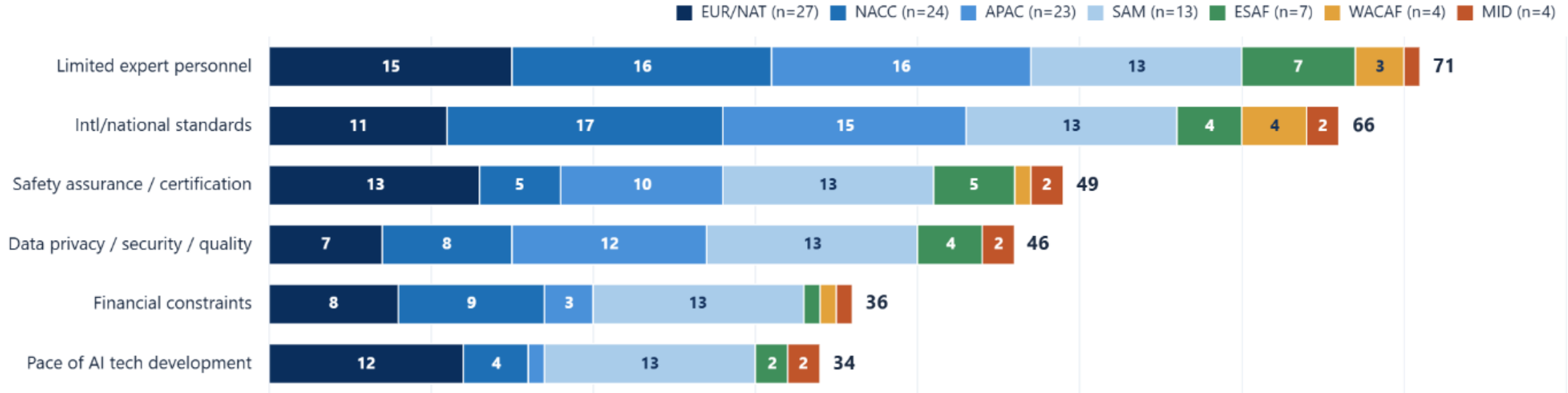
SECTION 4 - CHALLENGES, NEEDS & ICAO SUPPORT

What blocks States, and what they want

Stacked by region.

Q10 · What are the most significant challenges in developing and implementing AI governance frameworks for aviation?

Number of States citing each challenge among their top three, broken down by region. Global - Sample size : n=102



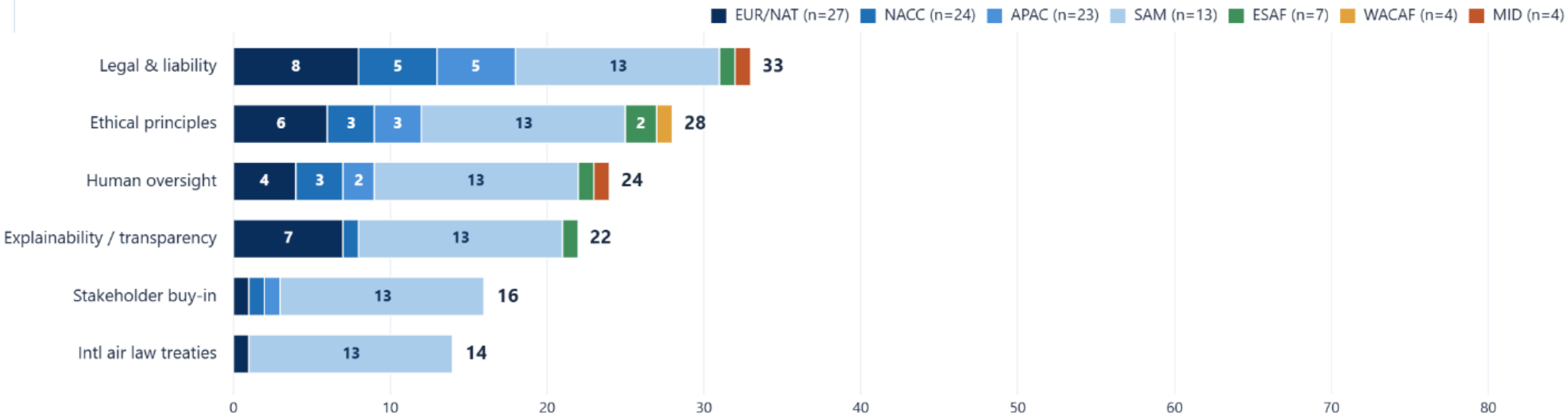
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What blocks States, and what they want

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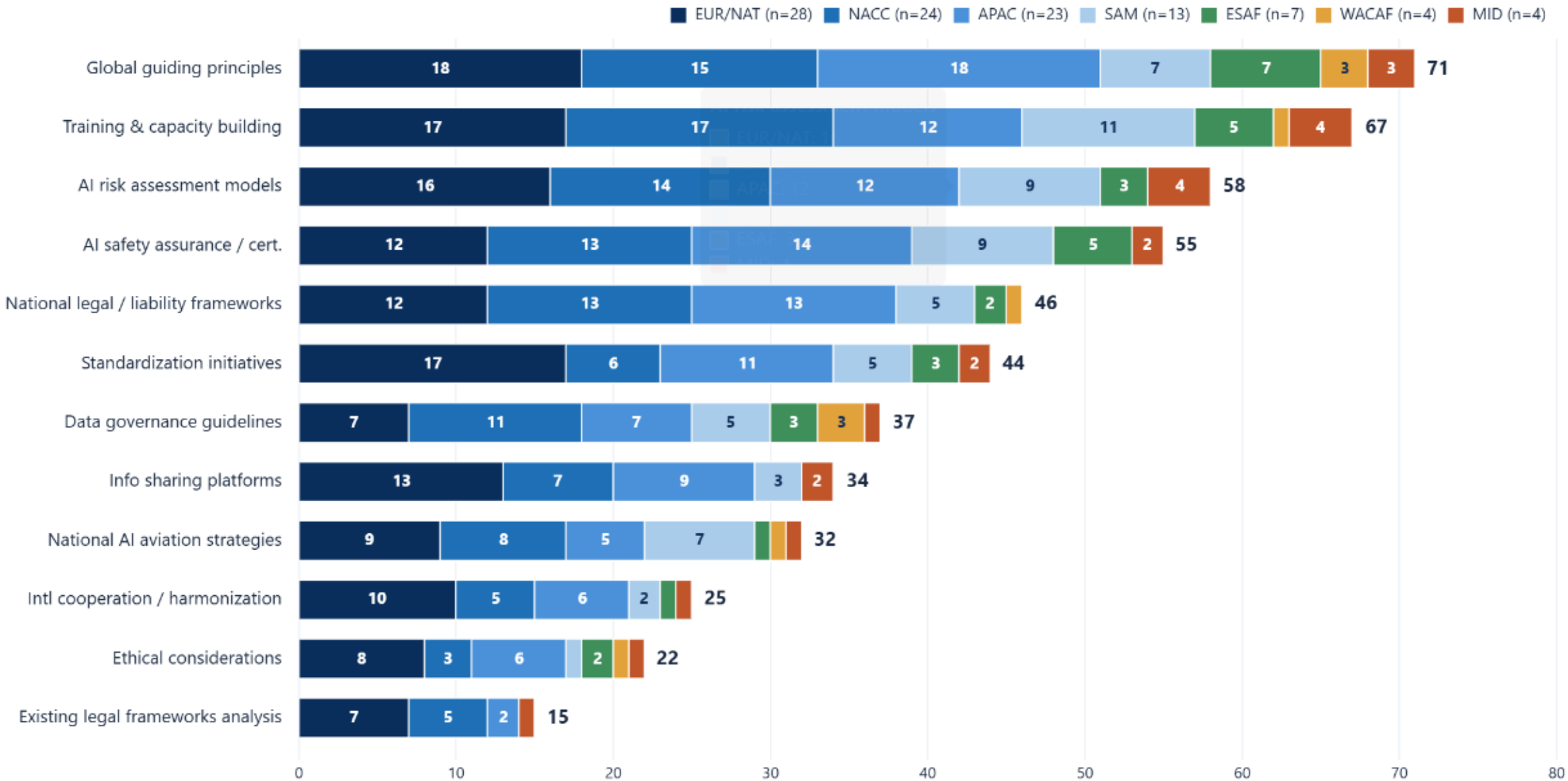
Q10 · What are the most significant challenges in developing and implementing AI governance frameworks for aviation?

Number of States citing each challenge among their top three, broken down by region. Global - Sample size : n=102



Q11 · In which 5 areas would your State/Organization most benefit from ICAO's guidance, tools, or support regarding AI governance in aviation?

Number of States requesting support in each area, broken down by region. Global - Sample size : n=103



05

Summary of Key Outcomes



Current situation and future needs

1. Of **the 85 States/Administrations** that responded to the survey, **3** have a governance framework in place.
2. Of the **23 APAC States/Administrations** that responded to the survey, **1** has a governance framework, and **no one uses** AI extensively
3. At the global level, **Data Analysis & Decision support** is the most widely used domain for AI, while **Training and Simulation** is the second most widely used aviation domain.
4. At the global level, **Data Analysis & Decision support** is the most widely used domain for AI, while **Airport Operations** is the second most widely used aviation domain



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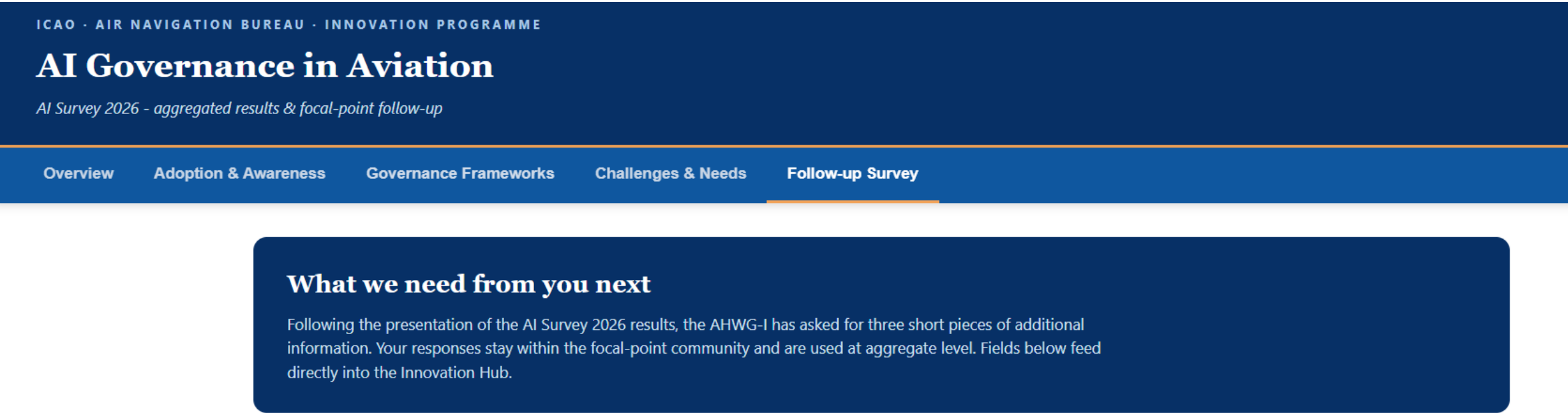
Current situation and future needs

5. Global guiding principles and Training & Capacity building are two domains where States need ICAO support.
6. Lack of international standards, Limited expertise / skilled staff, Data privacy, security & quality and Safety assurance & certification are key challenges in using AI.
7. Most of the global and regional challenges are the same.



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Follow-Up Survey



Follow-Up Survey

ICAO · AIR NAVIGATION BUREAU · INNOVATION PROGRAMME

AI Governance in Aviation

AI Survey 2026 - aggregated results & focal-point follow-up

Overview | Adoption & Awareness | Governance Frameworks | Challenges & Needs | Follow-up Survey

1 Specific AI use cases by domain

For the domains you have selected in **Q5** (currently using or planning to use AI), please share up to **three** concrete use cases related to your work in aviation. For example: I am using AI to forecast the delays at the airport. Please share with us this matters: real-world examples let the AHWG-I distinguish operational deployment from exploratory pilots, and ground future ICAO guidance in actual practice.

- ☐ **Data Analysis & Decision Support**
- ☐ **Training & Simulation**
- ☐ **Information Management**

Follow-Up Survey

2 Scope - would your answers change?

Some AI is used purely for **administrative or non-operational tasks** - e.g. using ChatGPT to draft correspondence or to help read and summarise NOTAMs. If those uses were **excluded** from scope, would your earlier answers (Q4 / Q5) change?

- ○ No - my answers would stay the same
- ○ Yes - some answers would change
- ○ Yes - answers would change substantially

If they would change, please describe how

Which domains or extent ratings would change, and why...

Follow-Up Survey

3 Governance - is a framework needed?

This is for respondents who indicated in **Q7** that they have **no AI governance framework and no plans to develop one**. If that's you: do you see a need for an AI governance framework in aviation, even though none is planned today?

- ○ Not applicable - we have or are planning a framework
- ○ Yes - we see a need, despite no current plans
- ○ Possibly - it depends on ICAO direction
- ○ No - we do not see a need at this time

Anything you'd add on your reasoning (optional)

What would make a framework necessary - or unnecessary - for you...

Follow-up: who responded - participation & composition by region

31
Total responses

18
Unique States & territories

8%
Member-State participation

4
ICAO regions represented

31 responses → *− 11 repeats* → **20** respondents → *− 1 second respondent, same State* → **19** entities → *− 1 international organization* → **18** States & territories

Participation by region

Sorted high → low by Member-State participation rate (▼ column). Departures and EI shown for context.

Values in parentheses ( ) represent submissions from different entities within the same state, territory, or international organization.

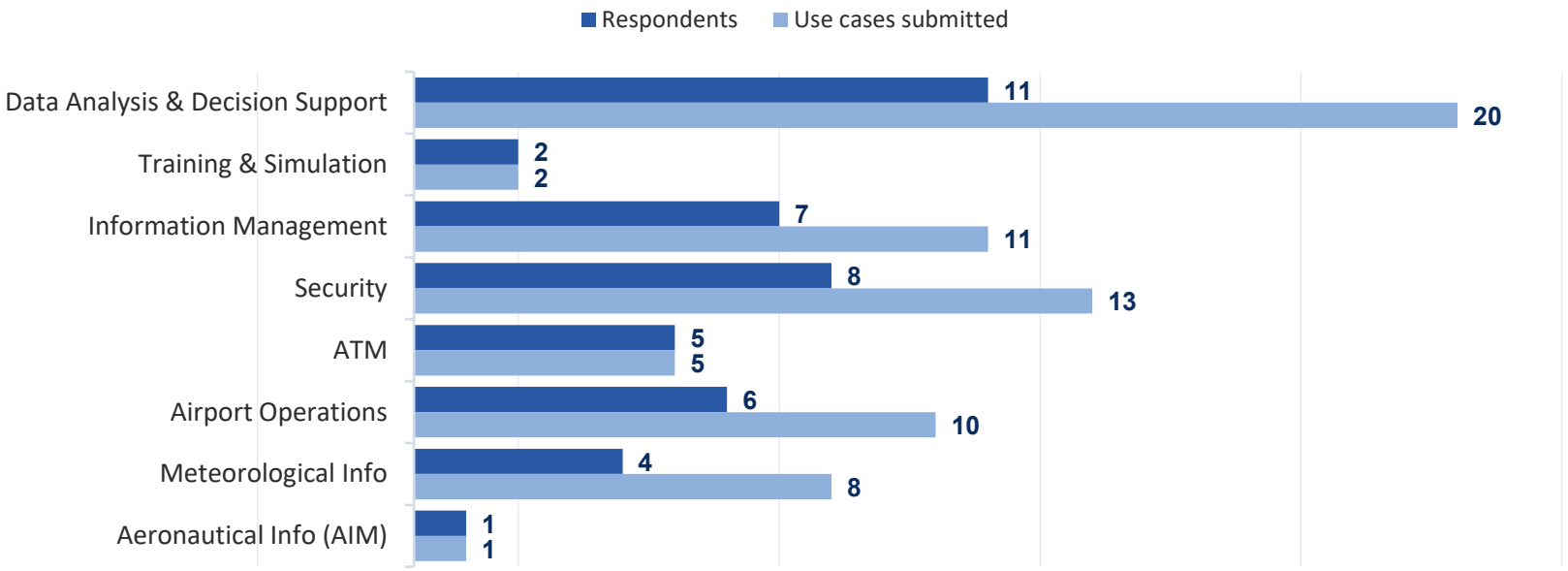
Region	Departures	% World Traffic	EI	States	Member States	Participation ▼	Territories	Government	Other	Intl Orgs	Same State Submiss.	Total Responses
1. NACC	11,425,036	30.00%	65.7%	5	22	23%	1	9	1	0	4	10
2. EUR/NAT	9,536,059	25.04%	77.8%	6	56	11%	0	10	0	0	4	10
3. APAC	12,612,549	33.12%	68.3%	4	39	10%	1	8	0	1	3	9
4. ESAF	774,521	2.03%	61.2%	1	24	4%	0	2 (1)	0	0	1	2
5. SAM	1,992,243	5.23%	76.4%	0	13	0%	0	0	0	0	0	0
6. MID	1,485,978	3.90%	77.4%	0	15	0%	0	0	0	0	0	0
7. WACAF	257,407	0.68%	61.1%	0	24	0%	0	0	0	0	0	0
GRAND TOTAL	**38,083,793**	**100%**	**70.4%**	**16**	**193**	**8%**	**2**	**29 (1)**	**1**	**1**	**12**	**31**

Participation = unique Member States that responded / ICAO Member States in the region (territories and international organizations excluded). 'Territories' (Cayman Islands in NACC; Macao, China in APAC) responded but are counted separately, not in the Member-State participation rate. 'Other' (Nolim Studios – SARA project) is counted under Dominican Republic. IATA is shown in APAC, as in the main survey. 'Same State submiss.' = submissions beyond the first from the same State: ***NACC (Guatemala ×2, Cayman Islands ×2, Grenada ×2, Haiti ×2); EUR/NAT (France ×3, Czech Republic ×2, Finland ×2); APAC (Macao, China ×4); ESAF (Kenya ×2).***

Q1. For the domains you have selected in Q5 (currently using or planning to use AI), please share up to three concrete use cases related to your work in aviation.

Use cases by domain (in the order of the form)

Respondents who filled in the domain, and number of use cases submitted. n=18 respondents, 70 use cases.



No use cases submitted for: Passenger Experience · Aircraft & UAS Operations · Maintenance & Engineering · Environmental Protection · Other

Counts include every answer box as submitted, including one respondent's 4 entries "Not yet specified" and one text that a respondent entered under both Data Analysis and ATM.

70

use cases submitted by 18 respondents

11

respondents filled in Data Analysis & Decision Support, the most of any domain

15

of the 70 use cases came from one respondent

KEY MESSAGE **Data Analysis & Decision Support has the most use cases (11 respondents, 20 use cases), followed by Security (8, 13) and Information Management (7, 11).**

Specific AI use cases by domain (1 of 5)

As submitted by respondents. Respondents are shown as letters A–T; names of States, organizations and their systems are replaced by [ ]. Domains in the order of the form.

✓ Data Analysis & Decision Support

11 respondents · 20 use cases

Respondent A	During simulated operational scenarios and professional preparation, the AI assists users by retrieving relevant procedures, regulations, and operational references to support learning and informed decision-making, while keeping the human user fully responsible for all operational judgments.
Respondent B	▪ AI-assisted analysis of operational and safety data to identify trends, risks and support evidence-based decision-making. ▪ Predictive dashboards for airport operations, including passenger flow, aircraft movements and resource utilization. ▪ Automated analysis of historical aviation data to improve strategic planning and operational efficiency.
Respondent C	We are planning to use AI to analyze safety occurrence reports and oversight data to identify emerging safety trends, support risk assessments, and prioritize surveillance activities under the SSP.
Respondent E	Traffic analysis and data interpretation
Respondent G	▪ Data on ANS revenue collection is used to predict revenue ▪ Personnel & Organization Licensing Optimization- Use of AI to review Manuals for compliance against Checklists ▪ Predictive Risk & Continuous Safety Oversight
Respondent H	▪ I am using AI to assist with reviewing and alayzing data and documents in a timely manner for decision making support. ▪ I use AI to assist with writing to make my message clear
Respondent I	Not yet specified, however, there is limited use for administrative data analysis tasks
Respondent M	▪ (planning, POC under development) Report analysis by Safety Authority ▪ (Planning , exploratory) Risk Based Surveillance
Respondent P	▪ Use of AI to identify recurring & systematic non-compliance. ▪ Performance gap analysis & Dashboard analysis ▪ Regulatory trends & risk-based analysis
Respondent Q	▪ We are researching the way to use AI to support analysis of aviation safety/secuty data. ▪ We are planning to use AI in the oversight activities, automating the authority e.g. manual review process
Respondent R	Time series forecasting for industry metrics (Global Passenger and Cargo demand, Airspace traffic)

Specific AI use cases by domain (2 of 5)

As submitted by respondents. Respondents are shown as letters A–T; names of States, organizations and their systems are replaced by [ ]. Domains in the order of the form.

✓ Training & Simulation

2 respondents · 2 use cases

Respondent A	Aviation students and trainees use an aviation-specific AI assistant during self-study and simulated training scenarios to better understand ICAO procedures, aviation phraseology, regulations, and operational concepts. This helps reduce reliance on general-purpose AI models that may generate inaccurate or non-verified aviation information.
Respondent C	We are planning to use AI-powered training tools to provide personalized learning pathways for CASIs and technical personnel, including adaptive training scenarios based on individual competency gaps and regulatory requirements.

✓ Information Management

7 respondents · 11 use cases

Respondent A	Aviation professionals and students use an aviation-specific AI assistant to search, organize, summarize, and explain information from verified aviation sources, including ICAO documents, AIPs, and operational publications, improving access to reliable information outside live operational environments.
Respondent B	▪ AI-assisted validation and quality control of aeronautical information before publication (NOTAM, AIP and related information). ▪ Intelligent document classification and information retrieval for aeronautical documentation. ▪ Natural language search tools to improve access to aeronautical information by operational personnel.
Respondent E	Coding
Respondent I	Not yet specified
Respondent J	▪ I am using Copilot to check changes in Regulations / Annexes / SARPs / DOC ▪ I am using Copilot to draft SSP / SPAS
Respondent M	In use by the national safety authority : A tool that perfoms analysis and synthesis of regulatory documentation.
Respondent R	▪ Agentic AI solutions on complex, domain specific, documents. ▪ AI-assisted knowledge management and knowledge monitoring.

Specific AI use cases by domain (3 of 5)

As submitted by respondents. Respondents are shown as letters A–T; names of States, organizations and their systems are replaced by [ ]. Domains in the order of the form.

☑ Security

8 respondents · 13 use cases

Respondent B	▪ AI-assisted cybersecurity monitoring to detect anomalous network behaviour and potential cyber threats affecting aviation systems. ▪ Intelligent correlation of security events from multiple information systems to support incident response. ▪ AI-assisted video analytics for restricted-area surveillance and perimeter monitoring at airports.
Respondent D	we use fortinet and microsoft Defender to respond to threats in real-time.
Respondent F	Threat Detection in x-ray scaners
Respondent I	Not yet specified
Respondent L	Use facial recognition technology at airport security checkpoints
Respondent M	Threats detection to support security operator
Respondent N	▪ AI video analytics for automated perimeter intrusion and unauthorized access detection in airport restricted zones. ▪ Automated X-ray/CT baggage scanning for real-time threat and contraband detection at passenger checkpoints. ▪ AI cyber threat detection and anomaly monitoring to protect Air Traffic Management (ATM) digital networks.
Respondent O	▪ AI-assisted Detection of Weapons and Other Prohibited Items in Baggage Screening ▪ AI-enhanced Aircraft Apron Security (Ground Operations Security Monitoring)

☑ ATM

5 respondents · 5 use cases

Respondent C	We are exploring the use of AI to support aircraft operations and air traffic management by enhancing flight trajectory analysis, predicting potential operational disruptions, and improving decision-making for more efficient and safer airspace operations.
Respondent M	(In use in 30 [ANSP] centers) Voice recognition for incident analysis and transcription (3800 hours transcribe, 250 requests per week)
Respondent R	Time series forecasting for industry metrics (Global Passenger and Cargo demand, Airspace traffic)

Specific AI use cases by domain (4 of 5)

As submitted by respondents. Respondents are shown as letters A–T; names of States, organizations and their systems are replaced by [ ]. Domains in the order of the form.

✓ ATM (continued)

5 respondents · 5 use cases

Respondent A	Air traffic controllers use the AI during training, refresher study, and operational preparation to review separation standards, phraseology, ICAO provisions, and air traffic management procedures in a conversational format before applying that knowledge in operational environments.
Respondent P	ATFM-Demand capacity balancing, traffic prediction, proactive measures

✓ Airport Operations

6 respondents · 10 use cases

Respondent B	▪ Prediction of passenger demand and terminal congestion to improve operational planning. ▪ Optimization of airport resource allocation, including gates, counters and operational personnel. ▪ Decision support for airport operational coordination during irregular operations.
Respondent I	Not yet specified
Respondent L	Use the A-CDM system's intelligent video analytics to automatically detect flight handling events
Respondent M	Exploratory : Runway Satefy
Respondent O	Ground Handling Operations Visualization System
Respondent P	▪ Passenger processing (Facial recognition) Automated passenger identification & processing through [national programme] ▪ Collaborative resource management in airport operation center. ▪ Event impact analysis/trend analysis/ planning development

Specific AI use cases by domain (5 of 5)

As submitted by respondents. Respondents are shown as letters A–T; names of States, organizations and their systems are replaced by [ ]. Domains in the order of the form.

☑ Meteorological Info

4 respondents · 8 use cases

Respondent B	▪ AI-assisted forecasting of localized weather conditions affecting airport operations. ▪ Early warning models for severe weather events impacting aviation safety. ▪ Integration of meteorological data with operational information to support collaborative decision-making.
Respondent M	AI is used to make prevision (in paralell with determinist legacy systems).
Respondent O	Planning to utilize AI to produce nowcasts for aerodrome weather and en-route turbulence
Respondent T	▪ The [national weather service] has been using AI for many years and is increasingly applying it in operational settings, deploying AI at several points in the forecasting chain — most notably, since March 2026, with [model name], a global AI weather model. ▪ An AI-based data assimilation method called "[name]" helps by integrating observational data (from ground stations, radiosondes, radar, and satellites) into a neural network. Therewith it is possible to determine a consistent state of the atmosphere for running a weather model. ▪ Further data processing (post-processing) of weather forecasts for aviation.

☑ Aeronautical Info (AIM)

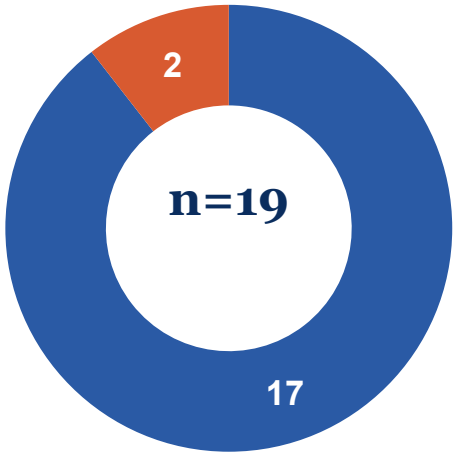
1 respondent · 1 use case

Respondent A	The AI enables rapid access to aeronautical information such as AIPs, airport procedures, abbreviations, operational publications, and regulatory references while maintaining traceability to official documentation and supporting study and pre-operational preparation.

Q2. Some AI is used purely for administrative or non-operational tasks - e.g. using ChatGPT to draft correspondence or to help read and summarise NOTAMs. If those uses were excluded from scope, would your earlier answers (Q4 / Q5) change?

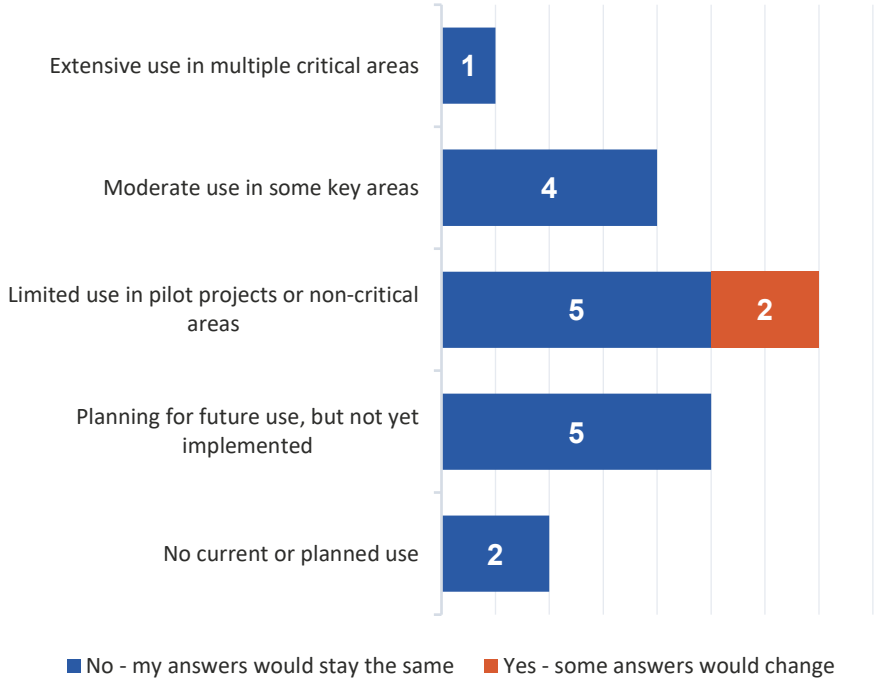
All respondents

n=19 (1 no answer)



By answer to Q4 in the main survey

Number of respondents. n=19



"IF THEY WOULD CHANGE, PLEASE DESCRIBE HOW"

Respondent I

"ChatGPT and similar tools are utilized for administrative tasks"

Respondent B

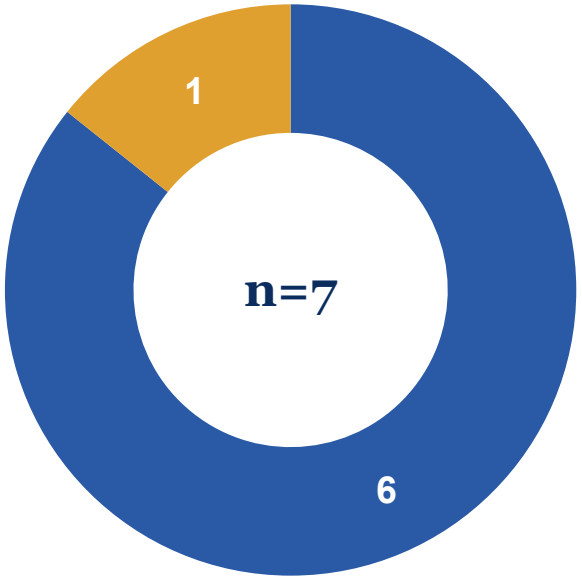
"Most of the identified AI initiatives are currently focused on administrative support, data analysis and information management rather than operational deployment. If administrative AI use were excluded, the reported level of AI adoption would decrease, while the planned operational use cases in airport operations, cybersecurity, aeronautical information management (AIM) and decision support would remain part of the organization's future roadmap."

KEY MESSAGE **17 of 19 answered "No - my answers would stay the same". 2 answered "Yes - some answers would change". None answered, "Yes - answers would change substantially".**

Q3. This is for respondents who indicated in Q7 that they have no AI governance framework and no plans to develop one. If that's you: do you see a need for an AI governance framework in aviation, even though none is planned today?

Answers to Q3

Respondents who answered, "No, and it is not currently planned." in Q7 of the main survey. n=7



WHO CHOSE EACH ANSWER

- Yes - we see a need, despite no current plans (6)
- Possibly - it depends on ICAO direction (1)
- No - we do not see a need at this time (0)

KEY MESSAGE 6 of the 7 chose "Yes - we see a need, despite no current plans" and 1 chose "Possibly - it depends on ICAO direction".

What respondents wrote (1 of 2)

As submitted by respondents. Respondents are shown as letters A–T; names of States, organizations and their systems are replaced by [ ].

☑ Q3 - Anything you'd add on your reasoning

2 respondents

Respondent A	AI systems intended for aviation should operate within a structured governance framework that promotes transparency, human oversight, traceability, verification of operational information, and appropriate risk management. As developers of an aviation-specific AI system, we believe governance should evolve alongside operational deployment.
Respondent E	ICAO should come up with Generic Manual or Policy for use by States on all potential area for the application and the potential risks and environmental impact on energy required by AI

☑ Q4 - Please share your comments with us

9 respondents

Respondent B	As a developing ICAO Member State, [State] recognizes both the opportunities and challenges associated with Artificial Intelligence in aviation. Continued support from ICAO through guidance material, training, technical assistance and the exchange of best practices will be essential to help Member States develop governance frameworks and implement AI responsibly while maintaining safety, security and regulatory compliance.
Respondent D	AI is widely used for administrative work because it can automate routine tasks, improve efficiency, and reduce the time spent on repetitive activities.
Respondent E	Ai is a good tool and need to explore more and maybe need for ICAO to introduce courses on the Same
Respondent G	AI is the future and the Aviation industry need to prepare adequately for it.
Respondent H	There are concerns about sensative information being stored on servers located outside the country. A scaleable AI platform that can incorporate locally-based servers would be widely accepted within the aviation industry
Respondent R	General information on industry developments and use cases using AI are gathered from [organization] member airlines through [organization] symposiums, including [event names], as well as from information publicly shared by airlines. This input provides a broader view of how the airline industry is approaching AI adoption, data maturity, technology enablement, and cybersecurity-related governance. In particular, [organization]'s Data, Technology and Cybersecurity Adoption Survey provides an overview of the maturity of [organization]'s airline members. It reflects the status of the members in those areas and can illustrate some of the answers for the current ICAO survey as [organization] as an industry body representing its member airlines and reflecting their AI governance status. We link here the results of [organization]'s survey: For 2025 edition: [link] For 2026 edition: [link]
Respondent T	On the whole, many processes are still in development but are not yet ready for use, like in the air navigaiton.

What respondents wrote (2 of 2)

As submitted by respondents. Respondents are shown as letters A–T; names of States, organizations and their systems are replaced by [ ].

☑ Q4 - Please share your comments with us (continued)

9 respondents

Respondent A	Thank you for establishing this AI in Aviation community. As developers of an aviation-specific AI assistant in [region], we believe initiatives like this are essential to ensure that AI governance is informed not only by regulators and large industry organizations, but also by innovators developing operational AI tools. We look forward to continuing contributing to this community.
Respondent S	AI is mainly used in our organization for: drafting correspondences, creating presentations, reports, creating auto workflows for repeated tasks. We also acknowledge the fact that AI can also be incorrect at times therefore we use AI as guidance.

06

Way forward



Way Forward

What we plan to do with these results?

2026

2 Nov 2026 – 13 Nov 2026

Council review of Survey and consideration of next steps

AI related milestones

- Note the possible scope of the first set of AI governance deliverables.
- Approve the next steps to deliver on the possible scope.

The Council will consider the AI survey results and decide on next steps, which could include noting the potential scope of the first set of AI governance deliverables and directions on the mechanism to develop them.

16 Nov 2026 – 20 Nov 2026

ATConf

Milestones with AI content

- Agenda item 2.2 on 'Investment for the development and modernization of civil aviation infrastructure', part of the ministerial declaration (para 2.3).

The Council may take into account relevant recommendations from ATConf.

Way Forward

Outcomes of Council review of Survey and consideration of next steps: AI related milestones from 2 Nov 2026 – 13 Nov 2026



1. Welcomed the establishment of the **community of AI focal points** nominated by States and international organizations, which is expected to support continued consultations with Member States and international organizations on AI and to gather additional information, including **operational use cases from States and industry stakeholders, particularly those related to safety assurance and certification challenges**, and, in that connection, underlined the importance of **involving existing ICAO expert groups and Panels**, as well as **the Air Navigation Commission (ANC)**, in this consultative process, in order to facilitate coordination and alignment of the ongoing and **cross-cutting work on AI** being undertaken by the Organization.

2. Requested the Secretary-General's Innovation Group (**SGI**) to **determine potential next steps on the subject of AI,** taking into consideration the recommendations of the Air Navigation Commission (ANC) and the Committee on Governance (COG) in this respect, including **the proposal to establish a dedicated working arrangement** as envisaged in paragraph 5.3 c) of C-WP/15849, and mindful of the activities on AI planned for 2027, with a view to presenting a report thereon to the Council at a subsequent Session.

Thank You



ICAO