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INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



Outcomes of the 42nd ICAO Assembly (A42)

APANPIRG/36 and RASG-APAC/15 Meetings

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Overview

- **42nd Session of ICAO Assembly**
 - Held in Montreal, Canada
 - 23 September to 3 October 2025
 - 192 Member States & 58 Observers
- **9 Agenda Items**
 - with 39 sub-agenda items
 - AI 23 to 25 in Technical Commission
 - Safety & Air Navigation
 - 6 Resolutions
 - AI 13, 14, 20 and 22 in Executive Committee
 - USOAP CMA
 - Conflict Zones
 - Crisis Management
 - Innovation in Aviation
 - 3 Resolution



Global Plans: GASP

- 2026-2028 edition of GASP endorsed
 - Lists new global safety issues
 - Global ORG Challenges
 - G-HRCs & G-ORCs
 - Revised Goals, Targets & Indicators
 - Revised RES A41-6
 - GASP is master plan for RASP & NASP development
- Agreement for ICAO to
 - Provide support to States to develop & implement NASPs
 - Work via expert group(s) to consider in future GASP + GM
 - mechanism of identifying precursor events
 - ops safety risks associated with climate

Global Plans: GANP

- 8th edition of GANP endorsed
 - Updated GANP strategy + ASBU framework
 - mapping between ASBU framework & conceptual roadmap
 - Revised RES A41-6
 - new NANPs be coordinated with ICAO within the framework of PIRG for regional harmonization + global compatibility & interoperability
- Agreement for ICAO to
 - Develop guidance on minimum implementation path (steps & timelines for States)
 - Facilitate use of guidance in GANP framework for reporting performance
 - Develop guidance for integration of initiatives across regions including approach
 - to define minimum set of GANP initiatives to be implemented globally + timelines
 - for neighbouring regions would define set of joint GANP initiatives + timelines
 - Change GANP cycle to 6 years

Pilot Age Limit

- Main points discussed

- Need to define and collect data related to pilot licensing & medical fitness to advance evidence-based decision-making in ICAO SARPs development
- Proposal to raise multi-pilot commercial air transport pilot age limit to 67 years
 - provided that another pilot is under 65
- Harmonization of data collection and analysis
- Continuing work on pilot age limits
- Current medical science is inconclusive regarding increase in upper age limit

- Agreement on

- Continue actively studying effects of advancing age on flight safety
- Ensure any decision to raise pilot age limit to 67 is based on
 - thorough analysis of relevant data to be collected
 - and considerations of safety only
- Send WPs to expert groups for study & consideration

Air Traffic Management

- Main points discussed

- Need for cross-regional airspace optimization strategy over high seas
 - to enhance safety, capacity and efficiency
- ATM modernization & service-oriented architecture (SOA)
- Globally harmonized approach for FF-ICE implementation
- Data link connectivity issues affecting reliability of 23 NM lateral separation Standard
- Feasibility study of establishing ICAO AN efficiency programme

- Agreement on

- States & ANSPs engage in cross-regional collaboration & data sharing
- Need to establish joint cross-regional task forces under PIRGs framework
 - to expedite implementation of airspace optimization projects such as FRA, direct routing and Project 30/10
- Need for programme to support States in assessing ANS efficiency & performance
- Send WPs to expert groups for study & consideration

Search and Rescue

- Main points discussed
 - Challenges regarding timely cross-border emergency response
 - and impact on these of written SAR agreements
 - Differences between traditional ELTs & new ELT for distress tracking
- Agreement on
 - Need to review evidence when assessing effective implementation related to coordination between SAR organizations
 - within USOAP CMA activities
 - States to mitigate non-distress activations of ELT(DT)s
 - through coordinated efforts
 - from CAAs, operators, manufacturers and maintenance facilities

Space Transport Ops

- Main points discussed
 - Safe integration of space transport ops (STO) in airspace
 - Space vehicles do not meet definition of 'aircraft' (AN-Conf/14)
 - integration managed in separate workstreams
 - Challenges of space debris to aviation
- Agreement on
 - Updated MoU between UN OOSA & ICAO
 - to reflect new areas of cooperation
 - coordinating airspace integration of space ops
 - States to engage in bilateral / multilateral efforts to enhance STO
 - Need for sharing experiences & best practices on space debris re-entry

Aerodromes

- **Main points discussed**
 - Total airport management (TAM)
 - Quality management of sustainable aviation fuel (SAF)
 - Enhanced oversight, guidance & support in aerodrome emergency planning
 - Standardized technical specs & GM for aviation radars at aerodromes
 - Implementation of new obstacle limitation surface (OLS) provisions
 - Impact natural disasters to aeronautical infrastructure
 - Challenges related to aerodrome certification
- **Agreement on**
 - For SAF quality management > no SARPs (GM exists)
 - For impact of natural disasters to aeronautical infrastructure > no SARPs
 - Send WPs to expert groups for study & consideration

MET & SWIM

- Main points discussed
 - Increasing occurrence of hazardous meteorological events (HMEs)
 - Challenges related to SWIM
- Agreement on
 - Need for mitigation of safety risks from HMEs
 - ICAO develop guidelines for assessment of SWIM implementation
 - ICAO develop strategy to support SWIM implementation
 - at regional & national levels
 - while facilitating harmonized approach across all ICAO regions
 - Send WPs to expert groups for study & consideration

- Main points discussed
 - ICAO policy on radio frequency (RF) spectrum matters
 - Necessity of balancing spectrum efficiency with aviation safety
 - Implications of failing to safeguard current and future spectrum access
 - development of further guidance material on the use of unmanned aircraft systems (UAS) for radio navigation, ground and flight inspections
 - provisions and guidance material to harmonize building restrictions in areas surrounding CNS facilities
 - Proposal for a comprehensive security strategy combining multi-sensor surveillance, integrity controls, AI-based anomaly detection, redundancy, privacy frameworks and training
- Agreement on
 - Revision of RES A41-7 *Support of the ICAO policy on radio frequency spectrum matters*
 - Acknowledged the urgency of RF
 - Send WPs to expert groups for study & consideration

GNSS RFI

- Main points discussed

- ICAO roadmap with short-term mitigation measures & long-term solutions
- States to report GNSS RFI occurrences to their accredited ICAO Regional Office
 - which cannot be resolved through routine procedures
- Development of real-time GNSS monitoring & analysis systems
- Defining adequate & resilient networks of CNS for ANS continuity

- Agreement on

- Revision of RES A41-8, Appendix C (resilience)
- Need for ICAO to expedite efforts to standardize GNSS RFI related solutions
- Need to coordinate with standards making organizations on A/C resilience
- Need to develop requirements & performance standards for time synchronization across all airborne & ground-based automated systems

RPAS, UAS and AAM

- Main points discussed
 - Global provisions for AAM
 - Investigation of AAM accidents and incidents
 - Regulation & integration of airspace by manned & unmanned aviation
 - Measures to facilitate legally compliant & safe UAS operations over high seas
- Agreement on
 - Expedited development & implementation of measures
 - to facilitate legally compliant and safe UAS operations over high seas
 - including interim solutions
 - Send WPs to expert groups for study & consideration

Halon Replacement

- Main points discussed
 - Challenge of halon replacement
 - Need to assess availability of global halon reserves
 - Further research on alternatives
 - Deferring decisions until post-A42
 - based on evidence and stock assessments
- Agreement on
 - Revision of RES A39-13
 - urges Member States to continue development of alternative solutions for aircraft fire extinguishers
 - while considering need for revised cut-off date on use of Halon

USOAP CMA

- **Main points discussed**
 - States refraining from requesting postponement or cancellation of audits
 - Potential technical expert group to report back to Council with recommendations for enhancements to USOAP & USAP
 - Risk-based prioritization of USOAP CMA activities
 - Evolution of USOAP CMA
 - Use of safety intelligence resulting from USOAP activities
 - Size & complexity of States' aviation activities & USOAP analysis
 - ICAO audit programmes should be enhanced to better suit needs of all States
- **Agreement on**
 - Recommending establishment of coordination mechanism between USAP & USOAP groups to address common challenges and provide recommendations
 - Revision of RES A40-13 > ICAO's strategic direction to evolution of USOAP CMA
 - Send WPs to expert groups for study & consideration

Conflict Zones

- Main points discussed
 - Need for continued global efforts to enhance conflict zone risk management
 - Lack of established protocols for information sharing & impact on coordination
 - Importance of structured frameworks for civil–military cooperation (Doc 10088)
 - Efforts for States impacted by armed conflicts to restore ATS & mitigate risks
- Agreement on
 - Review Doc 10084 to address identified gaps & vulnerabilities
 - Support of global initiatives (e.g. Safer Skies) to share best practices & info
 - Need for ICAO iPack on conflict zones (focus on contingency coordination teams)
 - Technical & operational support to States recovering from crisis (bilaterals)
 - New RES on conflict zones > Calls for dedicated ICAO programme

Other Issues of Interest

- **Accident Investigation**
 - Timely publication of investigation final reports
 - Challenges in implementing requirements on independence of AIA
 - Assistance to aircraft accident victims and their families
- **Fatigue Management**
 - Modern flight deck - cognitive fatigue & info overload of pilots
 - Revised RES A41-10, Appendix O > Digital flight deck environment
 - Fatigue management in maintenance personnel
 - Review of fatigue-related guidance
- **Regional Cooperation Mechanisms**
 - Contributions of RSOOs, RAIOS, ICMs, and other mechanisms in SO & AIG
 - Revised RES A40-6 > include RAIO & ICM
 - Delegated functions by regional cooperation mechanisms within ICAO Annexes

Other Issues of Interest (Cont'd)

- **Innovation**

- Need for ICAO to develop regulatory frameworks and standardized approaches to AI
- Caution in being overly prescriptive at early stage
- Revised A40-27 > Directs Council to implement Policy on Innovation

- **Crisis Management**

- Need for alignment of national regulations with ICAO provisions on contingency management
- ICAO global framework for crisis preparedness & response underway
 - includes guidance material, training and implementation support plans

- **SARPs Efficiency**

- Need to conduct review of ICAO Standards
 - to improve relevance, implementation and reduce burden on States & ICAO

Meeting is invited to:

Consider **A42 outcomes and** revise the work programme of APANPIRG accordingly



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Thank You!