

PROVISIONAL EDITION  
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# RESOLUTIONS

## ADOPTED BY THE ASSEMBLY



ASSEMBLY – 42nd SESSION  
Montréal, 23 September—3 October 2025

INTERNATIONAL CIVIL AVIATION ORGANIZATION

# RESOLUTIONS ADOPTED AT THE 42ND SESSION OF THE ASSEMBLY

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## **Resolution A42-19: Addressing Cybersecurity in Civil Aviation**

*Whereas* the global aviation system is a highly complex and interconnected one that comprises data, information and systems which are critical for the safety, security, efficiency and capacity of civil aviation operations;

*Noting* that the aviation sector is increasingly reliant on the availability, and integrity of data, information, and systems, and in certain circumstances, their confidentiality;

*Recognizing* that aviation cybersecurity is critical for the sustainable and efficient development of air transport and therefore should be prioritized and appropriately resourced;

*Mindful* that cyber threats to civil aviation are continuously evolving and growing in scale, sophistication and frequency, that aviation continues to be a target for malicious actors in both the cyber and physical domains, and that cyber threats could pose significant risks to civil aviation's critical infrastructure, potentially jeopardizing aviation safety, security, efficiency or capacity;

*Recognizing* the multi-faceted and multi-disciplinary nature of cybersecurity challenges and solutions and noting that cyber risks can simultaneously affect, and spread through, a wide range of aviation areas;

*Recognizing* that not all cyber incidents affecting the safety, security, efficiency or capacity of civil aviation are unlawful or intentionally targeting civil aviation;

*Reaffirming* the obligations under the *Convention on International Civil Aviation* (Chicago Convention) to ensure the safety, security and continuity of civil aviation;

*Considering* that the *Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing Convention) and *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing Protocol) would enhance the global legal framework for criminalizing cyber-attacks on international civil aviation and therefore wide ratification and implementation of those instruments by Member States would ensure that such attacks would be deterred and punished wherever they occur;

*Reaffirming* the importance and urgency of enhancing the protection and resilience of civil aviation's critical data, information and systems to cyber threats and risks, including common interfaces between civil aviation and other connected sectors;

*Considering* the need to work collaboratively towards the development of an effective and coordinated global aviation cybersecurity framework to address the protection and resilience of the sector to cyber threats and risks in a harmonized and consistent manner;

*Recognizing* ICAO's leadership and work in aviation cybersecurity across aviation disciplines;

*Recognizing* that aviation cybersecurity needs to be harmonized at the global, regional and national levels in order to support the consistency and interoperability of protection and resilience measures and processes;

*Recognizing* the importance for States to develop and implement clear and comprehensive aviation cybersecurity plans, that address laws, regulations, policies, procedures and measures for civil aviation

cybersecurity, including the designation of a competent national authority responsible for aviation cybersecurity in coordination with concerned national authorities and agencies;

*Acknowledging* the value of relevant provisions, guidance material and initiatives designed to address cybersecurity issues in a collaborative and holistic manner; and

*Considering* the outcomes of the 14th Air Navigation Conference held in Montréal from 26 August to 6 September 2024, as well as the provisions of the Muscat Declaration on Aviation Security and Aviation Cybersecurity which was adopted in Muscat – Oman on 11 December 2024.

*The Assembly:*

1. *Urges* Member States to ratify and implement the *Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation* (Beijing Convention) of 2010 and *Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft* (Beijing Protocol) of 2010 as a means for dealing with cyber-attacks against civil aviation;
2. *Calls upon* States and industry stakeholders to take the following actions to address cyber threats to civil aviation:
  - a) implement the ICAO Aviation Cybersecurity Strategy, and make use of the ICAO Cybersecurity Action Plan as a tool to support its implementation;
  - b) develop and implement national aviation cybersecurity plans that address strategic aviation cybersecurity objectives, governance and responsibilities, policies, communications, cyber risk management, incident response and recovery, identity management, capacity building and training, regulatory compliance and audits, monitoring and continuous improvement, documentation and record keeping, with the objective to address cyber threats and risks to civil aviation in a holistic manner across all aviation disciplines;
  - c) develop and implement processes and tools that support the implementation and monitoring of aviation cybersecurity plans;
  - d) designate the authority competent for aviation cybersecurity as part of the national aviation cybersecurity plan, and define the interaction between that authority and concerned national aviation and non-aviation agencies;
  - e) define the responsibilities of national agencies and industry stakeholders with regard to cybersecurity in civil aviation;
  - f) secure sufficient resources to ensure the availability and continuous training of qualified and competent aviation and cybersecurity professionals who would be able to regulate, operate, manage, maintain, and oversee the effective implementation of relevant aviation cybersecurity laws, regulations, policies, procedures and measures;
  - g) develop and implement a robust cyber risk management framework that integrates cyber risk management into relevant safety, security, efficiency and capacity risk management practices, and adopt a risk-based approach to enhance the protection and resilience of critical civil aviation data, information and systems to cyber threats and risks;

- h) establish laws, regulations, policies, procedures and measures, as appropriate, and allocate adequate resources to ensure that, for critical aviation systems: system architectures are secure by design; systems are protected and resilient; data is secured and available in storage and while in use or in transfer; system monitoring, and cyber incident detection and reporting, methods are implemented; cyber incident response and recovery plans are developed and practiced in coordination with established emergency response and crisis management plans; and forensic analysis of cyber incidents is carried out;
  - i) develop and implement practical actions to enhance cybersecurity culture across all civil aviation entities;
  - j) develop and participate as practical, in government/government and government/industry partnerships and mechanisms, nationally and internationally, for the systematic sharing of information on cyber threats, incidents, vulnerabilities, indicators of compromise, trends, mitigations, best practices and lessons learned;
  - k) develop cooperation mechanisms with relevant national entities, including but not limited to military, law enforcement and cybersecurity authorities, with regard to identifying, protecting, and monitoring common vulnerabilities and information flows that may affect civil aviation systems, and collaborate in the mitigation of, and preparedness for common cyber threats, and in response and recovery from cyber incidents; and
  - l) continue collaborating and contributing to ICAO in the development of ICAO's aviation cybersecurity framework according to a horizontal, cross-cutting and functional approach involving all relevant aviation disciplines, in order to holistically address cyber threats and risks to aviation safety, security, efficiency and capacity.
3. *Instructs* ICAO to:
- a) continue to promote the universal ratification of the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (Beijing Convention) of 2010 and Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (Beijing Protocol) of 2010; and
  - b) continue to ensure that aviation cybersecurity matters are considered and coordinated in a cross-cutting and holistic manner through collaboration between all relevant ICAO bodies.
4. *Declares* that this resolution supersedes Resolution A41-19.

**Resolution A42-20: Consolidated statement of continuing ICAO policies and practices related to environmental protection - General provisions, noise and local air quality**

*Whereas* in Resolution A41-20 the Assembly resolved to continue to adopt at each ordinary Session a consolidated statement of continuing ICAO policies and practices related to environmental protection;

*Whereas* Resolution A41-20 consists of an introductory text and a number of Appendices concerning specific but interrelated subjects; and

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