ORGANISATION DE L'AVIATION CIVILE INTERNATIONALE

Deuxième réunion du Groupe Afrique - Océan indien de planification et de mise en œuvre du système de l'Aviation (AASPG/2)

Livingstone, Zambie, 2 - 6 novembre 2026

Point de l'ordre du jour 2: Examen des mesures prises par l'ANC et le Conseil pour donner suite au rapport de la réunion AASPG/1 et suivi des Conclusions et des Décisions de la réunion AASPG/1

2.1. Examen des mesures prises par l'ANC et le Conseil pour donner suite au rapport de la réunion AASPG/1

(Présenté par le Secrétariat)

RÉSUMÉ	
Cette note de travail présente un aperçu de l'examen par la Commission de la navigation aérienne (ANC) du rapport de la première réunion du Groupe Afrique-océan Indien de planification et de mise en œuvre du système de l'aviation (AASPG/1), et met en lumière les questions nécessitant un suivi de l'AASPG. La suite à donner par la réunion est au paragraphe 3.	
Buts stratégiques	*A - Chaque vol est sécurisé et sûr;* *C. L'aviation offre une mobilité sans couture, accessible et fiable pour tous*

1 INTRODUCTION

1.1 La Commission de la Navigation Aérienne (ANC) a examiné le rapport de la première réunion du Groupe Afrique-océan Indien de planification et de mise en œuvre du système de l'aviation (AASPG/1), tenue à Libreville, Gabon, du 3 au 7 novembre 2025, lors de la neuvième réunion de sa 232ème session le 23 juin 2026. L'examen de la Commission s'est appuyé sur la revue effectuée par le Groupe de travail plénier pour l'examen stratégique et la planification (WG/SRP) de l'ANC qui s'est réuni en virtuel le 13 mai 2026 avec la participation du Président et des Vice-Présidents de l'AASPG, du secrétariat de l'OACI des bureaux régionaux ESAF et WACAF, ainsi que du Bureau de la Navigation Aérienne (ANB) (AN-WP/9942 et AN Min 232/9).

1.2 L'ANC a convenu que le rapport annuel consolidé sur les Groupes régionaux de planification et de mise en œuvre (PIRG) et les Groupes régionaux de sécurité aérienne (RASG) soit présenté au Conseil lors de sa 240ème session au premier trimestre 2027. Le rapport couvre les réunions PIRG et RASG du 1er juillet 2025 au 30 juin 2026, y compris le rapport de l'AASPG/1.

2. ANALYSE

2.1. La Commission a salué la direction de l'AASPG ainsi que les bureaux régionaux WACAF et ESAF de l'OACI pour la transition réussie des structures APIRG et RASG-AFI vers le cadre unifié de l'AASPG, qui devrait offrir une plateforme plus efficace et coordonnée pour traiter les questions de navigation aérienne et de sécurité aérienne dans la région AFI.

2.2. La Commission a noté les principaux défis et enjeux dans les domaines de la sécurité et de la navigation aérienne, tout en soutenant les décisions et conclusions clés, ainsi que les conclusions en suspens nécessitant une action spécifique du siège (HQ). Ces défis comprenaient une insuffisance de ressources humaines et financières ; un soutien politique insuffisant des États envers leurs autorités de l'aviation civile (CAA) et l'industrie aéronautique ; une faible participation aux réunions et une forte fréquence de changement des Directeurs généraux des autorités de l'aviation civile et des dirigeant responsables de l'industrie, impactant la continuité des activités ; des opportunités de formation limitées ; un faible niveau de coopération de certains États, une implication limitée des experts des États dans les activités des organes contributeurs de l'AASPG ; un faible niveau de disponibilité des données sur les activités de planification et de mise en œuvre des États ; et un faible niveau de rapports.

2.3. La Commission a noté les progrès réalisés par la région AFI dans la mise en œuvre des objectifs de sécurité aérienne, en particulier dans les domaines de la supervision de la sécurité et de la mise en place de programmes de nationaux de sécurité (SSP). Le score moyen régional de mise en œuvre effective (EI) des systèmes de supervision de la sécurité des États a atteint environ 61,5 %, tandis que les réponses satisfaisantes aux questions du protocole fondamentales du SSP ont atteint en moyenne 69 %, reflétant les efforts continus des États pour renforcer leurs capacités de gestion et de supervision de la sécurité. La certification des aérodromes internationaux s'est également améliorée, atteignant un taux moyen de mise en œuvre d'environ 46 % dans toute la région.

2.4. Malgré ces développements positifs, l'ANC a noté que des défis importants subsistent. La performance de sécurité, mesurée à travers le taux d'accidents, continue de varier significativement entre les régions ESAF et WACAF, indiquant que les améliorations des cadres institutionnels et de supervision, bien que satisfaisantes, ne se sont pas encore traduites pleinement et de manière constante en résultats de sécurité opérationnelle dans toute la région AFI. De plus, l'existence de cinq préoccupations significatives de sécurité (SSC) actives affectant plusieurs États indique des carences critiques persistantes nécessitant une attention urgente et une assistance ciblée.

2.5. La Commission a souligné la nécessité d'informations en temps opportun sur le statut des SSC et les défis affectant leur résolution. Elle a suggéré qu'une feuille de route structurée identifiant les actions et les défis de mise en œuvre associés à chaque SSC faciliterait les progrès, y compris par des actions à court terme réalisables. Le Secrétariat a réitéré que la résolution des SCC restait une priorité et que les activités de soutien à la mise en œuvre étaient en cours en collaboration avec les États concernés ainsi qu'avec les mécanismes pertinents de l'OACI et régionaux. Le Président de l'ANC a souligné la nécessité de maintenir la visibilité des SSC et a convenu que des informations mises à jour devraient être reflétées dans le rapport annuel consolidé adressé au Conseil.

2.6. La Commission a souligné la nécessité de poursuivre les efforts pour renforcer les systèmes de supervision de la sécurité, accélérer la mise en œuvre du SSP, accroitre les taux de certification des aérodromes et résoudre les SSC en suspens en soutien aux objectifs du Plan mondial de sécurité aérienne (GASP) et du Plan régional de sécurité aérienne Afrique-océan Indien (AFI-RASP).

2.7. La Commission a noté les réalisations et les progrès en navigation aérienne, y compris le déploiement complet des routes préférentielles de l'usager (UPR) dans la région WACAF et la validation des feuilles de route pour les essais UPR et la future mise en œuvre de l'espace aérien à choix libre de route dans la région ESAF, soutenant l'amélioration de l'efficacité de l'espace aérien et l'optimisation des routes. Elle a également noté l'approbation du plan AFI de recherche et sauvetage (SAR) mis à jour et de la documentation d'orientation associée, l'élargissement du mandat du groupe de l'Atlantique Sud (SAT) pour couvrir les services d'information aéronautique, la météorologie et les questions SAR, ainsi que les initiatives de la région visant à améliorer le suivi et les rapports de mise en œuvre des Blocs constitutifs de Base (BBB) et des éléments du cadre ASBU.

2.8. La Commission a noté les défis régionaux concernant la calibration des aides à la navigation, la collecte de données, la gestion de l'information à l'échelle du système (SWIM) et l'information de vol et de courants de trafic pour un environnement collaboratif (FF-ICE). Concernant la mise en œuvre du SWIM et du FF-ICE, l'ANC a demandé des clarifications concernant le mécanisme de rapport sur l'avancement du plan de transition SWIM/FF-ICE de la région AFI et d'autres défis de mise en œuvre non encore identifiés comme défis mondiaux. Elle a suggéré qu'un mécanisme plus systématique soit établi permettant à la Commission de surveiller de manière cohérente ces questions et de déterminer si elles méritent une considération future comme défis mondiaux.

2.9. Il a également été noté que, concernant la mise en œuvre du SWIM et du FF-ICE, des informations supplémentaires devaient se rapporter non seulement sur les plans de transition, mais aussi sur les défis pratiques rencontrés par la Région et les opportunités pour l'OACI et les États de fournir un soutien à la mise en œuvre. Des clarifications ont également été demandées concernant la distinction apparente entre la nécessité d'une plus grande participation des dirigeants responsables aux réunions de l'AASPG et la faible participation des experts techniques dans les activités régionales de mise en œuvre.

2.10. La Commission a demandé une mise à jour sur l'avancement des actions liées aux défis mondiaux précédemment identifiés dans l'Annexe A affectant la région AFI, en tenant compte du nouveau format du tableau et des éléments ajoutés tels que la cause profonde des défis, les délais, les actions, etc.

3 SUITE A DONNER

3.1 La réunion est invitée à:

a) noter les actions prises par la Commission de la navigation aérienne sur le rapport de la réunion de l'AASPG/1 ;
b) examiner l'état de l'état et fournir des mises à jour sur les défis mondiaux affectant la région AFI contenus dans l'Annexe A, y compris les actions, les délais et les défis de mise en œuvre connexes ; et
c) fournir des orientations, si nécessaire, sur le suivi des questions soulevées par la Commission, en particulier celles relatives aux SSC, à la mise en œuvre du SWIM/FF-ICE ainsi qu'au suivi et au rapport des défis régionaux de mise en œuvre.

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APPENDIX A
Status of Global Challenges

ID	Challenge	Root Cause	Action *(date) indicates when ANC/Council agreed or updated the action*	Timeframe ~~Business Plan 2022-2025 Reference~~	Funded	Status/Remarks *Not started: No action has been taken to date* *Ongoing: Actioned* *Completed: All actions fulfilled* *Closed: No longer a global challenge, even if not all actions were fulfilled* (Actions proposed for the ANC are indicated in red text)
2019-01	~~Lack of~~ Outdated uniform methodology for the identification of deficiencies	The approved methodology for identifying air navigation deficiencies was established in 2001 and lacks clear instructions for identifying and addressing challenges in accordance with the air navigation plan templates approved by the Council in 2014. This has resulted in confusion and inconsistent application among PIRGs.	(2026-06) Secretariat - ~~Need for the~~ To update ~~of~~ the uniform methodology for the identification and resolution of deficiencies by PIRGs	2026~~CAP 6.2~~-2027	Yes	*Not started* ~~Pending the availability of resources and prioritization of work programme~~
2019-02	~~Insufficient~~ Slow-progress in fostering civil-military ~~coordination~~ cooperation and the implementation of flexible use of airspace (FUA)	Most of the regions identified the need to enhance effective civil and military cooperation as an essential pillar for the optimization of the airspace and addressing safety risks associated with hazardous activities to civil aircraft.	(2026-06) Secretariat ~~to~~ – To promote and assist States in improving civil-military cooperation and implementation of flexible use of airspace	~~2027 CAP 6.2~~2026-2028	Yes	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~~	Proposed to be closed. The ANC may agree on a search and rescue (SAR) global challenge if reported by several PIRGs. Should remain a regional challenge for the AFI Region. ~~Ongoing~~ ~~Completed Not a challenge anymore 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~~	~~2022~~ ~~Completed for EUR~~ ~~Ongoing~~ ~~No SAR exercise due to pandemic~~

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~~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~~	Proposed to be closed. ANC may assess if a new global challenge related to PBCS should be opened based on feedback from the PIRGs. Should remain a regional challenge for the AFI Region. ~~Ongoing~~ ~~Work in progress by the PIRGs~~ ~~Ongoing~~ ~~Secretariat is working to amend the following relevant guidance material:~~ ~~– Doc 9613, *Performance-based Navigation (PBN) Manual* with expected publication date of 30 November 2022 (Completed)~~ ~~– Doc 9869, *Performance-based Communication and Surveillance (PBCS) Manual* with expected publication date of 2025~~
			~~ANC – To identify ways to improve the implementation of PBCS.~~ ~~*"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 safety."*~~		~~2025 CAP 6.2~~	
2019-10	GNSS RFI	The escalating issue of Global Navigation Satellite System (GNSS) Radio Frequency Interference (RFI) –specifically jamming and spoofing – has transitioned from a localized operational nuisance to a top-tier global issue. The intersection of inherently weak satellite signals, proliferating military electronic warfare, and aviation's broad dependency on GNSS has combined to threaten the fundamental safety, security, and predictability of international civil aviation.	(2026-06) Secretariat – To review frequency protection and interference~~s~~ matters, conduct awareness activities; symposia/regional navigation workshops	2026-2028	Yes ~~2026 CAP 1.16 CAP 4.1~~	Ongoing The issue is being dealt with through the following work streams underway: - Doc 9849, *Global Navigation Satellite systems (GNSS) Manual* (updated version planned 2025) - Doc 9718, *Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including Statement of Approved ICAO Policies* (amendment underway) - Doc 8071, *Manual on Testing of Radio Navigation Aids* (rescheduled for 2024)

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						- Job Card NSP.006.06 & NSP.009.06 and NSP.010.01 - ENB-CNS-2022-11 - Annex 10 – *Aeronautical Telecommunications*, 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 - Regional workshops on GNSS RFI have been organized to promote the mitigation measures
			(2026-06) ~~The~~ ANC – To monitor measures related to frequency protection and interferences~~s~~ matters	2026-2028	Yes ~~2026 CAP1.16 CAP 4.1~~	Ongoing ~~Job Card NSP.006.06~~ ~~ENB-CNS-2022-11~~
2019-12	High number of ~~RVSM non-approved, non-compliant~~. ~~L~~large ~~H~~height deviations~~,~~ (LHD), ~~and vertical risk~~ which are mostly related to the coordination failures category. Also, the lack of reporting of some States impacts the accuracy of the results of the reduced vertical separation	The high number of LHDs reported by air traffic services (ATS) facilities indicates issues regarding the flight operation within the RVSM airspace. In addition, most reported LHDs relate to coordination failures between adjacent air traffic services units, and few are attributed to the other categories, even in busy airspaces, which does not reflect a realistic purview for the safety monitoring assessments and reports of the regions.	~~APAC and EUR/NAT – Monitoring of RVSM compliance~~ The Secretariat, with the support of the relevant regional monitoring agencies, assist States in enhancing their mechanism for the reporting and coordination of LHDs.	2026-2028	Yes ~~2026 CAP 6.2~~	Ongoing ~~Completed~~

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	minimum (RVSM) safety monitoring					
			(2026-06) States to be urged to address the reported LHDs and to collaborate with the appropriate regional monitoring agencies for necessary corrections measures.	2026-2028	Yes ~~2026 CAP 6.2~~	Ongoing
2019-17	Major State safety programme (SSP) implementation difficulties experienced in States	Challenges affecting SSP implementations are mainly related to ineffective guidance, a lack of expertise, ineffective cooperation among all stakeholders, and data reporting and exchange. One important aspect affecting SSP implementation is the lack of prioritisation from States, leading to the lack of dedicated resources to SSP implementation.	(2026-06) Secretariat to identify ways to address difficulties experienced to support and implement	2026	Partially ~~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 – *Safety Management* (with a focus on SSP implementation) in its 220th Session (AN-WP/9598). • The *Safety Management Manual* (Doc 9859), edition 5 is being revised to provide additional and updated guidance. • The SSP course is available in EN and SP and with a virtual delivery option. 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~~ *Safety Intelligence Manual* (Doc 10159) is now
			(2026-06) ANC – To identify ways to address difficulties experienced by States and to report to Council	2026	Yes ~~2026 SAF 2.3~~	

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						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 safety management systems (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 global reporting tool (ECCAIRS 2). • The 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. • The USOAP CMA PQ of 2024 on Safety management would provide more information of the status of implementation of SSP and SMS.
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~~ Ongoing GANP web-based format implemented for easy access by States and PIRGs.

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						Web-based format is already available for GANP. The 7th edition of GANP was endorsed by the 41st Assembly and 8th edition was endorsed by A42. Secretariat is developing a web-based platform for GANP monitoring that would ensure harmonization across regions.
~~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~~	Proposed to be closed as it concerns one region and a global challenge on AIG already exists- ~~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), Version 3~~		~~APAC and Secretariat – To harmonize the implementation between MET service and telecommunication centres run by ANSP.~~		~~2025 CAP 6.2~~	Proposed to be closed. As it concerns one region and the work is progressing on the matter. This will be reported as regional challenge for AFI Region. ~~Ongoing~~ ~~Work in progress through APANPIRG~~
			~~ANC/Secretariat – To consider.~~ ~~providing more detailed guidance for implementation; and~~ ~~postpone the applicable date of this requirement to November 2021 taking consideration of COVID-19 impacts.~~		~~2020 Not in the Business Plan~~	Completed

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2020-02	States experience a lack of competent inspectors, which implies low levels of critical element 4 (CE-4) implementation	Lack of competent inspectors affect the performance of the States' regulatory and oversight system leading to low level in effective implementation, in particular for CE-4. This is mainly due to the lack of resources and training.	~~APAC – To~~ (2026-06) Secretariat to assist States with a well-developed training programme with an emphasis on on-the-job training (OJT)	2026-2028	Yes ~~2026 SAF.3.1~~	Ongoing ~~Work in progress through APANPIRG and RASG-APAC~~
			~~APAC and~~ (2026-06) Secretariat – To address the underlying problem of each region	2026-2028	Yes ~~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~~	Proposed to be closed as it concerns one region and be reported as regional challenge. ANC may still consider this as a regional challenge for AFI as CE 4 is only 60% in AFI with significant gaps in the training of PANS OPS inspectors.- ~~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~~	Proposed to be closed as the action is completed- ~~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~~	Proposed to be closed, and as the situation improved, it was not reported as a concern in the following reports. This will be reported as regional challenge for AFI Region.

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						~~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~~	Proposed to be closed this would be addressed as part of the global challenge on RVSM 2019-12, if required. ~~Ongoing~~ ~~PIRGs are following up~~ ~~Not a challenge for CAR/SAM.~~
2020-08	Enhance the use of International Codes and Routes Designators (ICARD) regarding the long-~~-~~ ~~out~~standing resolution of five-letter name code (5LNC) duplicates	The ICARD platform is slow and its functionalities could be improved to offer better management of 5LNCs. The regions should work to resolve duplicate 5LNCs and inconsistencies between the ICARD database and the aeronautical information publications (AIPs).	~~EUR/NAT and~~ (2026-06) Secretariat – To consider ways to enhance the ICARD functionalities and resolve 5LNC duplicates.	2026-2027	Yes ~~2026 SAF 6.11~~	Ongoing ~~IFPP ongoing work on job card IFPP.022.01 – *Enhancement and accuracy of the International Codes and Route Designators (ICARD) system, and resolution of duplicated five-letter name codes 5LNCs*~~
			(2026-06) Secretariat to work with States to resolve duplicated 5LNCs and ensure the data in the AIPs are consistent with ICARD database.	2026-2028	Yes	Ongoing
~~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 2025~~	Proposed to be closed as it concerns one region and to be reported as a regional challenge for AFI Region. ~~Ongoing~~ ~~Reference is made to the Council C-DEC 230/2 on the matter.~~ ~~Work in progress with ESAF and WACAF Regional Offices.~~
			~~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~~			

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			~~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.~~		~~Not in the Business Plan~~	
~~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~~	Proposed to be closed as the matter is addressed in Resolution A42-9, and it was concluded that the existing provisions are sufficient and do not need to be amended. This is also addressed in regional meetings, workshops and coordination meetings among the regional monitoring agencies. ~~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.~~ ~~State aircraft not a challenge in CAR/SAM Regions, however the regions still witness high rate of LHDs reports.~~
~~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~~	Proposed to be closed as it was not reported as a challenge in any of the PIRGs and RASGs reports after 2023. ~~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).~~

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						~~Decision to close this challenge for next report after checking with the regions.~~
2023-01	Lack of availability in all ICAO languages of the Global Air Navigation Plan (GANP) technical level	The unavailability of the technical part of the GANP in all ICAO languages imposes a language barrier for some States and impedes the implementation of the Aviation System Block Upgrades (ASBUs).	(2026-06) Request the Secretariat to identify potential solutions, as the current GANP technical layer in a single language cannot be used.		No ~~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 *Regional Supplementary Procedures* (SUPPs, Doc 7030)	The SUPPs areas of applicability are not aligned with those of the air navigation plans, resulting in inconsistent application of the procedures agreed at regional levels.	(2026-06) Request the ~~Secretary General~~ Secretariat to finalize the amendment process to align the areas of applicability of the air navigation plans and the regional supplementary procedures.	2027-2028	Yes ~~2025~~ ~~CAP 6.2~~	Ongoing ~~The sixth edition of SUPPs is being processed~~ Processing of the sixth edition of SUPPs will commence after the completion of pending amendment proposals (anticipated by Q3 2026), which will be incorporated into the sixth edition.
2024-01	Lack of harmonized regional framework and global guidance material for the management of Contingency Coordination Teams (CCTs) in case of airspace disruption	Effective management of contingencies require intensive human resources within the Secretariat and States, as well as the supporting international organizations, to be able to handle the increasing number of airspace disruptions that in most cases have cross-border implications. Reference is made to Recommendation 1.1/2 of the Fourteenth Air Navigation Conference (AN-Conf/14).	~~Secretary General~~ (2026-06) The Secretariat to: a) provide the required support for the establishment of regional air traffic management (ATM) contingency framework to ensure harmonization and effective collaboration between ICAO Regions; b) Develop, in collaboration with States and industry, global guidance on ATM contingency management, including the recovery phase, as well as regional frameworks, to support the	2026-2028	Yes ~~CAP 6.8~~ ~~Q2 2026~~ ~~Q4 2026~~	Ongoing

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			implementation of Annex 11 – *Air Traffic Services*; and c) launch a training programme for building States' capabilities in preparing, responding and managing contingencies.		~~Q4 2025~~	
2024-02	Low level of development and implementation of National Aviation Safety Plans (NASPs)	All regions have developed regional aviation safety plans (RASPs), and 104 States have submitted their NASPs to ICAO. Therefore, 54 per cent of Member States have now published their NASP, in line with the Global Aviation Safety Plan target. However, this is still a challenge, particularly in some regions. Although the Middle-East Region had identified this issue as a challenge, the Region saw a significant improvement with five additional States having published their NASP in 2024, for a total of 53 per cent of States in the Region having a plan. However, other regions have a far lower implementation rate (the Eastern and Southern African (ESAF) Region having the lowest percentage of States having published a NASP, followed by NACC region, as the second lowest).	~~Secretary General to~~ (2026-06) Secretariat – 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.	2026-2028	Yes ~~Q4 2026~~ ~~Regions SAF 7.4~~	Ongoing The Secretariat has been conducting regional capacity-building workshops, delivering iPacks and support missions across regions to improve the level of implementation. A webpage for GASP is available for States' use and tracking the number of States that have published a NASP.

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2024-03	Slow progress in establishing independent aircraft accident investigation authorities and completion of accident investigation reports	This challenge is twofold: one regarding establishing and sustaining an independent aircraft accident and incident investigation (AIG) authority by States with limited capacity, and the second one is related to the inability to finalize investigations and issue final reports in a timely manner as well as submitting ADREP reports due to the lack of competent and qualified personnel, political influence, and/or conflict of interest. AN-Conf/14 recognized the risk to the global aviation system when safety lessons learned from investigations are not drawn and acknowledged the ongoing work by ICAO and highlighted the need to further assist States in building capacity for accident investigation. While noting the challenges, it was reiterated the urgency for State accident investigation authorities to investigate and report on accidents in a timely manner. This is also impacted by the lack of political will from States to establish the independent authority and to provide it with appropriate resources, either directly or through a regional approach (like a RAIO or a ICM).	~~Secretary General~~ (2026-06) The Secretariat to: a) support States, that have not yet done so, in establishing independent aircraft accident investigation authorities; b) conduct regional capacity-building workshops to support States; c) assist States in building their accident investigation capacity focusing on the prompt conduct of investigation, completion and making available of investigation and ADREP reports; and d) encourage States to establish and join regional accident and incident investigation organizations (RAIOs), Investigation Cooperation Mechanisms (ICMs) or enter into agreement to 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.	2026-2028	Yes ~~SAF 3 Q4 2027~~ ~~Q4 2027~~ ~~Q4 2027~~ ~~Q4 2027~~	Ongoing Based on the result of the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA), the Secretariat has been working closely with States to support them in addressing the relevant findings. The Secretariat will be initiating an implementation support project to assist States in building their capacity in accident investigation, including writing, finalizing and submission of accident investigation reports. Additionally, the Secretariat strongly supports regional cooperation such as RAIOs and ICMs as a valuable solution for States with limited capacity for satisfying their obligations for accident investigation as per Annex 13 – *Aircraft Accident and Incident Investigation*. The Secretariat is developing additional guidance to assist States in establishing RAIOs and ICMs, as well as implementation support activities.
2024-04	Low level development of national air navigation plan (NANP)	The challenge is related to the availability of resources to States for the development of a robust NANP, in line with the Global Air Navigation Plan and the Aviation System Block	~~Secretary General~~ (2026-06) The Secretariat to: a) ensure that additional guidance material for ASBU implementation and the template for the NANP are made available for A42; and	2026-2028	Yes ~~Regions/ CAP 7.4~~	Ongoing • New guidance has been made available in the GANP Portal.

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		Upgrade (ASBU) framework. This is also impacted by the lack of guidance from ICAO, including a revised Template for the ANP Volume III and clear guidance about the objectives, scope and content of NANP. In addition to the required guidance concerning the 8th edition of GANP.	b) 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).		~~Q3 2025~~ ~~Q4 2027~~	• Regional workshops have been conducted to support the implementation of ASBUs and the development of NANPs. • New implementation support programme to assist States in a tailored way on the development of national air navigation plans. The programme aims to have 50 per cent of the States with a NANP by 2028. • In addition, the Secretariat will send a State Letter to consult States to survey States on the existence of national air navigation plans and their willingness to share them. The information collected would support the establishment of a repository within the GANP Portal, facilitating the exchange of best practices and lessons learned among States. • Regional workshops have been conducted to support the implementation of ASBUs and the development of NANPs.
2025-01	Ineffective safety reporting due to a lack of sharing information, accurate and complete data	Lack of accurate and complete data affects multiple areas of safety management beyond AIG and remains a major barrier to effective implementation of the State safety programme (SSP). Foundational weaknesses in data collection and analysis have been recognized as	(2026-06) The Secretariat to: a) identify the challenges faced by States that affect the implementation of positive safety culture, the protection of safety data and safety information, the sharing of safety information and effective reporting;	2026-2028	Yes	Ongoing The action taken to address this challenge will support addressing Global Challenge 2019-17 on SSP implementation.

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		a global safety challenge and are not linked exclusively to AIG, given their broader impact on safety oversight and management. Furthermore, weaknesses in promoting a positive safety culture continue to hinder the effective exchange, sharing and use of safety information between States and at the regional level.	b) 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 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 information analysis; protection of safety data and safety information as well as safety information sharing and exchange; and c) develop any potential further actions depending on the analysis of identified challenges under a).			

— END —