

# Outcomes of A42

MERNA ARCM/8 Meeting  
Riyadh, Saudi Arabia  
4<sup>th</sup> Nov 2025

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# Overview

- **42<sup>nd</sup> 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 14 in Executive Committee
    - USOAP CMA
    - 1 Resolution





# Global Plans

- 2026-2028 edition of GASP endorsed
  - Adopted revised RES to supersede A41-6
  - ICAO to provide support to States to develop and implement NASPs, in line with latest GASP
  - Expert group(s) to consider in future GASP + GM:
    1. Mechanism of identifying precursor events
    2. Ops safety risks associated with climate
- 8<sup>th</sup> edition of GANP endorsed
  - Agreed to change GANP cycle to 6 years
    - to allow sufficient time for States to develop & implement their plans

# Accident Investigation & Prevention

- Main points discussed
  - Timely publication of investigation final reports
  - RAIO & ICM to support States with limited capacity & resources
  - Improvements to ADREP efficiency
  - Flight recorder data download interfaces
  - Translation in Arabic of Annex 13
  - Challenges in implementing requirements on independence of AIA
  - Assistance to aircraft accident victims and their families
- Agreement to
  - Send WPs to expert groups for study & consideration

# Fatigue Management

- Main points discussed
  - Effects of digital transformation of modern flight deck as contributing factor to cognitive fatigue & information overload of pilots
  - Need to apply human-centered design principles in flight deck + training
  - Guidance, training and regulatory provisions on fatigue risk in maintenance
  - Review of fatigue-related guidance
- Agreement to
  - Revise RES A41-10, Appendix O (digital flight deck environment)
  - Council to consider proposals for new work
  - Send WPs to expert groups for study & consideration

# 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 to

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



# GNSS RFI

- Main points discussed

- ICAO roadmap that includes short-term mitigation measures and long-term solutions
- States to report GNSS RFI occurrences to their accredited ICAO Regional Office
  - which cannot be resolved through routine national or international procedures
- Development of real-time GNSS monitoring & analysis systems
- Importance of States adopting comprehensive strategies
  - to enhance the resilience of navigation systems through integration of ground-based CNS infrastructure
- Defining adequate & resilient networks of CNS for ANS continuity

- Agreement on

- Revision to RES 41-8, Appendix C (resilience)
- Need for ICAO to expedite efforts to standardize GNSS RFI related solutions including complementary position, navigation and timing (C-PNT), signal authentication for GNSS core constellations and augmentation services
- Need to coordinate with standards making organizations to make aircraft more robust/resilient to GNSS RFI
- Need to develop requirements & performance standards for time synchronization across all airborne and 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



# Regional Cooperation Mechanisms

- Main points discussed
  - Strengthening regional cooperation mechanisms & implementation support
    - RSOO & RAIO Assessment Programme (RRAP)
  - Contributions of RSOOs, RAIOs, ICMs, and other mechanisms
    - in strengthening SSO & AIG
  - Need for enhanced support to strengthen mechanisms
  - Potential inclusion of delegated functions by regional cooperation mechanisms within ICAO Annexes
- Agreement to
  - Revise RES A40-6 (to include RAIO & ICM)
  - Send WPs to expert groups for study & consideration (for Annex-related work)

# 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 further enhanced to better suit needs of all Member States

- Agreement on

- Recommending establishment of coordination mechanism between USAP & USOAP groups to address common challenges and provide recommendations
- Revision RES A40-13
  - to reaffirm ICAO's strategic direction to evolution of USOAP CMA
- Send WPs to expert groups for study & consideration



Email: [mmaurino@icao.int](mailto:mmaurino@icao.int)

Thank You!