

Outcomes of A42

ACAO MENA ARCM/8

Riyadh, KSA

1- 3 NOV 2025



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
 - A.Item 23 - 25 in Technical Commission
 - Safety & air navigation
 - 6 Resolutions
 - A.Item 14 in Executive Committee
 - USOAP CMA
 - 1 Resolution



Overview

- **ACAO preparation to A42**
 - ACAO Mechanism
 - Pre-phase: 4 meetings
 - In-phase: 4 meetings
- **Agenda Items**
 - A.Item 24 Technical Commission
 - ✓ 1 Resolution
 - ✓ Sub Agenda:
 - **Accident investigation and prevention**
 - **Regional cooperation and implementation**



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 (WP/175 Singapore)
 2. Ops safety risks associated with climate (WP/137 Korea)
- 8th edition of GANP endorsed
 - Agreed to change GANP cycle to 6 years
 - to allow sufficient time for States to develop & implement their plans
 - incorporate principles of service-oriented architecture, so as to guide ANSP for agile, globally interoperable and future-ready systems.
 - Continue developing the GANP, including a roadmap of minimum capabilities necessary for the evolution of the air navigation system and timelines for global implementation

Accident Investigation & Prevention

- Main points discussed (related to ACAO MS participation)
 - Timely publication of investigation **final reports** (WP43, WP48, WP330, WP480)
 - ❑ TC : RAIO/ICM to support States with limited capacity & resources but highlighted the responsibility remain with the States.
 - ❑ Acknowledging USOAP CMA work on recognizing the RAIO. What about ICM?
 - Flight recorder data download interfaces **Unified standard** (WP196)
 - ❑ The Commission, recognizing both the benefits and the concerns related to data integrity, recommended to direct the matter to the relevant industry group.

Accident Investigation & Prevention

- Main points discussed (related to ACAO MS participation)
 - **Translation in Arabic of Annex 13** (ACAO WP/411) (Ex: Incidents وقائع)
 - Challenges in implementing new requirements **on independence of AIA** (ACAO WP/411): calling to consider **existing differences among various organizational models adopted** by Member State.
 - WP be brought to the attention of the **relevant expert** groups for further **analysis and consideration**
 - Assistance to aircraft accident victims and their families (WP/496 Morocco &43): for establishment of **comprehensive assistance framework** and to relocate the USOAP PQ on assistance to from AIG to AGA.
 - Further work **was ongoing** by ICAO.
 - Send to the relevant expert groups for further **study and analysis**.

Fatigue Management

- Main points discussed

- Effects of digital transformation of **modern flight** deck as contributing factor to cognitive fatigue & information overload of **pilots** (KSA WP/83)
 - ❑ Amendment to Assembly Resolution A41-10, Appendix O
 - ❑ Need to apply human-centered design principles in flight deck + training Guidance,
- develop global guidance, improve training and regulatory provisions on fatigue risk in **maintenance** (UAE WP/110)
 - ❑ refer the proposed action to the Council for further consideration
- Fatigue (WP87 UAE, WP258 Oman, WP424 Morocco)
 - ❑ revise fatigue-related guidance

- Revise RES A41-10

- Appendix O (digital flight deck environment)
- integration of risks associated with human-machine interaction into SSP & SMS
- Review of fatigue-related guidance

- Main points discussed

1. the ACAO position regarding the feasibility study of establishing an ICAO air navigation efficiency programme
 - ❑ that engagement with service providers takes **place through the appropriate State authorities**
 - ❑ Need for a programme to support States, **upon request**
 - ❑ Agreed the ACAO position regarding the feasibility study of establishing an ICAO air navigation efficiency programme.

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
- NOTAM to be replaced by DORIS (Digital Operational Reporting Information Service)
- Defining adequate & resilient networks of CNS for ANS continuity, RON (Resilient Operational Network)

- 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

Regional Cooperation Mechanisms

- Main points discussed
 - RAIO CP meeting within the A42
 - 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
 - ❑ Revise RES A40-6 (to include RAIO & ICM)

USOAP CMA

- Main points discussed

- Implementation:**

- States refraining from requesting postponement or cancellation of audits
 - Risk-based prioritization of USOAP CMA activities while maintaining the minimum requirements set by Standards

- Evolution of USOAP CMA**

- timely implementation of new SARPs, quality of rulemaking process
 - Expert Group to use of safety intelligence resulting from USOAP activities
 - Size & complexity of States' aviation activities & USOAP analysis (ISTAR)

- 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



المنظمة العربية للطيران المدني
Arab Civil Aviation Organization



On the occasion of the International Civil Aviation Day, the Arab Civil Aviation Organization extends its thanks and sincere wishes to all employees and members of the international civil aviation sector, hoping that with concerted efforts, we will all overcome the current Pandemic.

بمناسبة يوم الطيران المدني الدولي ، توجه المنظمة العربية للطيران المدني شكرها وامنياتها الصادقة إلى جميع العاملين ومنتسبي قطاعات الطيران المدني بالعالم اجمع ، على أمل أن نتجاوز جميعا هذه الجائحة ، بتضافر الجهود.

Thank You