



**INTERNATIONAL  
CIVIL AVIATION  
ORGANIZATION**



# Outcomes of the 42<sup>nd</sup> ICAO Assembly (A42)

MIDANPIRG/23 and RASG-MID/13 Meeting  
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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 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

- 8<sup>th</sup> 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

# CNS

- 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

- **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

- **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

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## Meeting is invited to:

Consider A42 outcomes and revise the work programme of MIDANPIRG and RASG-MID, accordingly.



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Thank You!