



INTERNATIONAL Civil Aviation Organization

MIDANPIRG/23 & RASG-MID/13 Meetings

(Cairo, Egypt, 14 – 18 June 2026)

Agenda Item 2: Global and Regional Developments

ANC REVIEW OF THE REPORT ON MIDANPIRG/22 AND RASG-MID/12 MEETINGS

(Presented by Secretariat)

SUMMARY

This paper presents an overview of the review of the MIDANPIRG/22 and RASG-MID/12 Reports by the Air Navigation Commission (ANC) and the consolidated report to the ICAO Council on the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) for 2024-2025.

Action by the meeting is at paragraph 3.

REFERENCE

- AN-WP/9878
- ANC MEETING MINUTES 230-2
- C-WP/15768
- C-DEC 236/7
- MIDANPIRG/22 AND RASG-MID/12 REPORTS

1. INTRODUCTION

1.1 During the second meeting of its 230th Session on 11 June 2024, the Air Navigation Commission (ANC) reviewed the reports of the twentieth-second meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/22) and twelve meeting of the Regional Aviation Safety Group (RASG-MID/12), based on the outcome of the ANC Working Group of the Whole for Strategic Review and Planning (WG/SRP) meeting (AN-Min 230/2 and AN-WP/9878 refer).

1.2 The WG/SRP meeting was held virtually on 15 October 2025 with the Chairpersons of MIDANPIRG and RASG-MID, supported by the Secretariat from the ICAO Middle East (MID) Regional Office and the Air Navigation Bureau (ANB).

2. DISCUSSION

2.1 The Commission noted the key activities, achievements and challenges in the fields of safety and air navigation, regional cooperation, as well as conclusions that require actions by ICAO Headquarters (HQ).

2.2 The Commission noted the steady increase in the region's effective implementation (EI) over the past ten years. It was highlighted that the regional EI was based on thirteen out of fifteen

audited States and clarification was requested on whether the regional group had discussed the two unaudited States, along with any plans to address this, noting that their inclusion could affect the regional average. The Secretariat clarified that some Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) activities, such as desk audits, had been conducted remotely to assess certain requirements without the need for on-site missions, and that most States were covered through these means. Once the security situation in the States concerned improves, their audit will be given a priority.

2.3 With respect to MIDANPIRG and RASG-MID key challenges, the Commission noted the impact on air traffic arising from situations of unrest and conflict zones. It was also noted that the development and implementation of the State Safety Programme (SSP) and National Aviation Safety Plans (NASP) indicated an increased need for harmonization of cross-regional airspace operations. The Commission appreciated the establishment of the Middle East and North Africa Regional Safety Oversight Organization (MENA RSOO), noting its primary objective of assisting States in developing and implementing their SSP and further strengthening safety oversight capabilities.

2.4 The ANC noted the continued challenge of insufficient human and financial resources, and a lack of training for aviation personnel to allow States to meet their obligations in international civil aviation. It was explained that these resource challenges were faced mainly by States experiencing some political and economic difficulties.

2.5 The ANC noted that the MID Flight Procedure Programme (MID FPP), while being an effective solution in assisting States in the domains of flight procedure planning and design, was facing financial challenges in its long-term viability.

2.6 The Commission noted the increasing impact and potential hazards associated with the global navigation satellite system (GNSS) signal interference and spoofing, to the safety of aircraft operations and air traffic management. It was noted the comprehensive actions taken by MIDANPIRG and RASG-MID to address GNSS RFI across technical, operational and civil-military domains, and an upcoming regional capacity building event, in conjunction with the European Region, to facilitate knowledge sharing.

2.7 Regarding the challenge concerning the need for cross-regional airspace harmonization, and in response to a query on large height deviations (LHDs), the non-harmonized implementation of separation minima across adjacent air traffic services (ATS) authorities, especially over the high seas, had resulted in a high number of LHDs. This was further exacerbated by communication outages and miscoordination between the ATS units concerned. The increased number of reports may also be attributed to the new reporting process, which now captures more occurrences that may not have been reported previously. The Commission appreciated the work done to facilitate the harmonized implementation of separation minima (Project 30/10) as proposed at the Fourteenth Air Navigation Conference (AN-Conf/14). It was also noted that the MID Region's initiative to engage with adjacent regions on the implementation of harmonized separation minima.

2.8 A question was raised regarding the certification of aerodromes used for international operations, which was a significant source of deficiencies within the MID Region. It was noted that further clarification of the certification requirement may better facilitate the State's efforts to implement a national regulatory framework and processes to improve the rate of certification.

2.9 On the implementation of flight and flow information for a collaborative environment (FF-ICE), the Commission noted that most of the States within the MID Region had planned to transition to FF-ICE before the proposed sunset date of 2034 for FPL2012. It was further elaborated that the various air navigation services (ANS) subgroups within MIDANPIRG would include FF-ICE

within their work programmes, and a joint FF-ICE meeting would be conducted to recommend the best way for the planning and implementation of FF-ICE in the MID Region, including the investment on ATM systems. Similarly, the ANC also noted the ongoing work on implementing the system-wide information management (SWIM) as an enabler for FF-ICE and to support the evolution of aeronautical information management, inter alia, for digital NOTAMs and weather information.

2.10 The Commission noted the discussions related to the use of artificial intelligence (AI) in air navigation services, and the amendment to the MID Air Navigation Strategy to prioritize the use of AI. It was affirmed that the MID Region recognized the potential benefits of incorporating AI while also being aware of the vulnerabilities and concerns associated with AI-supported processes.

2.11 Regarding the safety risks emanating from clear air turbulence (CAT), the Commission was informed that, based on the lack of reported occurrences within the MID Region, turbulence was not included as a top regional safety risk.

2.12 On the RASG-MID Conclusion 12/2, requesting guidance to assist States in assessing non-ICAO recognized industry evaluation programmes, the content had been addressed in the second edition of the Manual on Monitoring Implementation of Regional and National Aviation Safety Plans (Doc 10162), which went beyond ICAO-recognized industry evaluation programmes to include guidance on safety data-sharing programmes for assessing service providers and enhancing safety performance. This edition was supplemented by a list of industry safety data-sharing programme examples, also included in the second edition of the Global Aviation Safety Roadmap (Doc 10161, Appendix A, Organizational Challenges Roadmap). Both publications were in the process of being edited for publication by the end of 2025.

2.13 Turning to RASG-MID Conclusion 12/10, it was noted that there was a perceived lack of alignment between current practice and the proposed action. Recalling a working paper discussed at A42, caution was expressed against providing survey results directly to the panel, noting that doing so could bypass established procedures, as follow-up should be guided by the Assembly's conclusions. It was further recalled that work on fatigue among maintenance personnel was already part of a panel's future work programme and questioned the need for the Commission to approve additional actions. The report did not specify actions for the Commission or ICAO Headquarters, and instead outlined a series of actions culminating in a paper to the Assembly. It was added that acting would be premature as A42 outcomes would need to be assessed first to determine a broader approach. The Commission agreed to exclude Conclusion 12/10 from the consolidated report on PIRGs and RASG for 2024-2025.

2.14 The President, on behalf of the Commission, congratulated the region on their achievements and progress during the last meeting cycle. He noted the region's key outcomes and challenges and encouraged States in the region, as well as the Regional Office, to join efforts to address the identified challenges. He also acknowledged the efforts toward the transition to flight and flow information for a collaborative environment (FF-ICE) in the region and planned to review. The ANC noted with appreciation the level of coordination between MIDANPIRG and RASG-MID as well as the progress made in the MID Region.

Consolidated Report to Council on PIRGs and RASG 2024-2025

2.15 The Council, during the seventh meeting of its 236th Session reviewed the Consolidated Report to Council on PIRGs and RASGs for 2024-2025 (C-WP/15768 and C-DEC 236/7 refer). The report covered the period from 1 June 2024 to 30 June 2025.

2.16 With regard to FF-ICE, the Council recognized the need to closely monitor the progress of FF-ICE implementation across various regions, including those concerning SWIM as a prerequisite to FF-ICE.

2.17 The Secretariat was requested to explore ways to promote interregional understanding and cooperation, with a view towards harmonized and coordinated implementation among States and ICAO Regions. This includes facilitating experience-sharing among States and Regions, enabling those facing difficulties to benefit from others' experiences, to avoid common pitfalls and accelerate progress. The Council urged the planning and implementation groups to expedite their development of regional transition plans to FF-ICE and report on the progress achieved and identified challenges that may affect the ability to meet the planned date of 2034 for the transition from FPL 2012 to FF-ICE.

2.18 The Council noted that the lack of accurate and complete data, and inadequate information sharing affect multiple areas of safety management beyond accident investigation (AIG) and remain a major barrier to effective State safety programme (SSP) implementation. It was noted that regions have been conducting several actions and initiatives to address the low implementation of effective SSPs. The Council agreed that foundational weaknesses in data collection and analysis be recognized as a new global safety challenge and not be linked exclusively to AIG, given their broader impact on safety oversight and management.

2.19 The Council was of the view that a more in-depth review of these previously reported challenges was necessary to better facilitate a review of the actions to better address the issues and improve tracking the progress towards the resolution of these issues. This review should identify the underlying root causes and should be aligned with the 2026-2028 ICAO Business Plan and be prioritized, as necessary. It was important to bring broader perspectives and solutions on these identified global issues, so that they can be better managed by ICAO, regional bodies and States.

2.20 A dashboard, which allows for the monitoring of the reported global challenges and level of participation in PIRGs and RASGs meetings, was created and hosted on the ICAO Integrated Safety Trend Analysis and Reporting System (iSTARS).

2.21 The Council, through C-DEC 236/7, agreed to the following:

- a) took note of the progress and outcomes of the PIRG and RASG activities, as listed in Appendix A of C-WP/15768;
- b) also noted the information contained in Appendix B regarding new global challenges, as well as the status of the previously reported global challenges in Appendix C;
- c) further noted the level and category of participation in Appendix D, and in that connection, urged Member States to participate in the meetings of the PIRGs and RASGs at the appropriate level to facilitate decision-making by the Groups;
- d) requested the Secretariat, in consultation with the ANC, to review the format of the consolidated report, in order to provide the Council with greater visibility and understanding of the status of implementation of ICAO SARPs, as well as the GASP and the GANP, with a view to promoting more strategic decision-making by the Council in addressing the global challenges identified;
- e) welcomed the initiative of the ANC to identify the root causes of the global challenges indicated in Appendix C and to take targeted actions on that basis, while underscoring the importance of implementation support as a means to assist Member States in addressing these challenges;

- f) urged the PIRGs to expedite their development of regional transition plans to flight and flow – information for a collaborative environment (FF-ICE) and report on the progress achieved and any identified challenges experienced that may affect the realization of the global transition to FF-ICE;
- g) agreed to the establishment of the Africa – Indian Ocean Aviation System Planning and Implementation Group (AASPG), as recommended by the Commission, replacing the Africa-Indian Ocean (AFI) Planning and Implementation Regional Group (APIRG) and Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI), it being understood that additional terms of reference for AASPG would be submitted to the President of the Council for approval, acting under delegated authority, in accordance with the generic terms of reference of the PIRGs and RASGs; and
- h) encouraged the Regions to share their experience and lessons learned concerning the structure and working arrangements of their respective PIRGs and RASGs, which would support harmonization, improve coordination across regions and optimize resources.

2.22 The meeting may note that the Commission on 25 June 2026 will consider the AN-WP/9944 presented by the Secretariat, proposing improvements to the Consolidated Report, including the table of the global challenges, that would reflect the root causes of the identified challenges and the associated actions to address them.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) consider the actions taken by the Air Navigation Commission on the Report of the MIDANPIRG/22 and RASG-MID/12,
- b) note the actions by the Council on the Consolidated Report of PIRGs and RASGs for 2024-2025, and report progress on FF-ICE as per 2.21 f); and
- c) review the global challenges in **Appendices A and B** and provide feedback on the challenges for consideration by the Commission.

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APPENDIX A

IDENTIFIED PIRGS AND RASGS GLOBAL CHALLENGES

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2025-01
Challenge/ Issue	Ineffective safety reporting due to a lack of sharing information, accurate and complete data.	
Link to global plans	Global Aviation Safety Plan (GASP) 2026-2028	
Initially reported by PIRGs/RASGs	<input checked="" type="checkbox"/> RASG-AFI <input checked="" type="checkbox"/> RASG-MID <input checked="" type="checkbox"/> RASG-APAC <input checked="" type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG	
Date first reported	2024	
Remarks	<p>Lack of accurate and complete data affects multiple areas of safety management beyond accident investigation (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 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.</p> <p>The action taken to address this challenge will support addressing Global Challenge 2019-17 on SSP implementation.</p>	
PART B: Action by Council		
ID	Action proposed	Expected Timeline
	Council to note that the ANC requests the Secretary General to:	
1	Identify the challenges faced by States that affect the implementation of positive safety culture, the sharing of safety information and effective reporting.	Q2 2027
2	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 <i>Safety Intelligence Manual</i> (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; and safety information sharing and exchange.	Q4 2028

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STATUS OF PREVIOUSLY IDENTIFIED CHALLENGES FACED AT GLOBAL LEVEL

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
2019-01	Lack of uniform methodology for the identification of deficiencies	Secretariat - Need for the update of the uniform methodology for the identification of deficiencies by PIRGs	2026 CAP 6.2	Pending Pending the availability of resources and prioritization of work programme
2019-02	Insufficient progress in civil-military coordination	Secretariat to promote and assist States improving civil-military cooperation and implementation of flexible use of airspace	2027 CAP 6.2	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	Ongoing Completed for EUR Work in progress three LoAs signed 2022
		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	Completed for EUR Ongoing No SAR exercise due to pandemic
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	Ongoing Work in progress by the PIRGs
		ANC - To identify ways to improve the implementation of PBCS. <i>“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</i>	2025 CAP 6.2	Ongoing Secretariat is working to amend the following relevant guidance material: - Doc 9613, <i>Performance-based Navigation (PBN) Manual</i> with expected publication date of 30 November 2022 (Completed)

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ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
		<i>capabilities, while ensuring the acceptable level of safety.”</i>		- Doc 9869, <i>Performance-based Communication and Surveillance (PBCS) Manual</i> with expected publication date of 2025
2019-10	GNSS RFI	Secretariat – To review frequency protection and interferences matters, conduct awareness activities; symposia/regional navigation workshops	2026 CAP 1.16 CAP 4.1	Ongoing The issue is being dealt with through the following work streams underway: - Doc 9849, <i>Global Navigation Satellite systems (GNSS) Manual</i> (updated version planned 2025) - Doc 9718, <i>Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including Statement of Approved ICAO Policies</i> (amendment underway) - Doc 8071, <i>Manual on Testing of Radio Navigation Aids</i> (rescheduled for 2024) - Job Card NSP.006.06 & NSP.009.06 - ENB-CNS-2022-11 - Annex 10 – <i>Aeronautical Telecommunications, Volume 1</i> - 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
		The ANC - To monitor measures related to frequency protection and interferences matters	2026 CAP1.16 CAP 4.1	Ongoing Job Card NSP.006.06 ENB-CNS-2022-11

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
2019-12	RVSM non-approved, non-compliant. Large Height deviations (LHD) and vertical risk	APAC and EUR/NAT - Monitoring of RVSM compliance	2026 CAP 6.2	Completed
		States to be urged to address the reported LHDs and to collaborate with the appropriate regional monitoring agencies for necessary corrections measures.	2026 CAP 6.2	Ongoing
2019-17	Major State safety programme (SSP) implementation difficulties experienced in States	Secretariat to identify ways to address difficulties experienced to support and implement	2026 SAF 2.3	<p>Ongoing:</p> <p>The ANC reviewed the outcomes of a survey conducted by Secretariat on the challenges faced by States for implementation of Annex 19 – <i>Safety Management</i> (with a focus on SSP implementation) in its 220th Session (ANWP/9598).</p> <p>The Safety Management Manual (Doc 9859) is being revised to provide additional and updated guidance.</p> <p>The SSP course is available in EN and SP and with a virtual delivery option.</p> <p>(2025) There is also a Safety Risk Management Fundamentals one day course available for virtual delivery.</p> <p>Five safety intelligence and safety performance management workshops were delivered in 2023-2024 across ICAO regions.</p> <p>The SSP iPack is now available for deployment.</p> <p>(2025) The first edition of the new <i>Safety Intelligence Manual</i> (Doc 10159) is now</p>
		ANC - To identify ways to address difficulties experienced by States and to report to Council	2026 SAF 2.3	

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
				<p>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 SMS assessment and monitoring was also launched at the beginning of 2025.</p> <p>(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). 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</p>
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	<p>Completed</p> <p>GANP web-based format implemented for easy access by States and PIRGs. Web-based format is already available for GANP. The 7th edition of GANP was endorsed by the 41st Assembly.</p>
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	<p>Ongoing</p> <p>Work in progress through RASG-PA</p>

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
		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	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
2020-02	States experience a lack of competent inspectors, which implies low levels of critical element 4 (CE-4) implementation	APAC – To assist States with a well-developed training programme with an emphasis on on-the-job training (OJT)	2026 SAF.3.1	Ongoing Work in progress through APANPIRG and RASG-APAC
		APAC and Secretariat – To address the underlying problem of each region	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	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	Ongoing (2025) ICAO has launched an iPack for the Accident/Incident Data Reporting (ADREP)

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
				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	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	Ongoing PIRGs are following up Not a challenge for CAR/SAM.
2020-08	Enhance the use of ICARD regarding the long outstanding resolution of 5LNC duplicates	EUR/NAT and Secretariat – To consider ways to resolve 5LNC duplicates	2026 SAF 6.11	Ongoing IFPP ongoing work on job card IFPP.022.01 – <i>Enhancement and accuracy of the International Codes and Route Designators (ICARD) system, and resolution of duplicated five-letter name codes 5LNCs</i>
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	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 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.	2025 Not in the Business Plan	

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ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
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	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.
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	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). Decision to close this challenge for next report after checking with the regions.
2023-01	Lack of availability in all ICAO languages the Global Air Navigation Plan (GANP) technical level	Request the Secretariat to identify potential solutions, as the current GANP technical layer in a single language cannot be used.	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	Request the Secretary General to finalize the amendment process to align the areas of	2025 CAP 6.2	Ongoing The sixth edition of SUPPs is being processed.

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
	navigation plans and the <i>Regional Supplementary Procedures</i> (Doc 7030)	applicability of the air navigation plans and the regional supplementary procedures.		
2024-01	Lack of harmonized regional framework and global guidance material for the management of Contingency Coordination Teams (CCTs) in case of airspace disruption	Secretary General to: <ol style="list-style-type: none"> 1- Provide the required support for the establishment of regional air traffic management contingency framework to ensure harmonization and effective collaboration between ICAO Regions. 2- Develop, in collaboration with States and industry, global guidance on air traffic management contingency management, including the recovery phase, as well as regional frameworks, to support the implementation of Annex 11 – <i>Air Traffic Services</i>. 3- Launch a training programme for building the States capabilities in preparing, responding and managing contingencies. 	CAP 6.8 Q2 2026 Q4 2026 Q4 2025	Ongoing
2024-02	Low level of development and implementation of National Aviation Safety Plans (NASPs).	Secretary General 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.	Q4 2026 Regions SAF 7.4	Ongoing
2024-03	Slow progress in establishing independent aircraft accident	Secretary General to:	SAF 3 Q4 2027	Ongoing

ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
	investigation authorities and completion of accident investigation reports	<ol style="list-style-type: none"> 1- Support States, that have not yet done so, in establishing independent aircraft accident investigation authorities. 2- Conduct regional capacity-building workshops to support States. 3- Assist States in building their accident investigation capacity focusing on the prompt conduct of investigation, completion and making available of investigation reports. 4- Encourage States to join the 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. 	<p>Q4 2027</p> <p>Q4 2027</p> <p>Q4 2027</p>	
2024-04	Low level development of national air navigation plan (NANP)	<p>Secretary General to:</p> <ol style="list-style-type: none"> 1- Ensure that additional guidance material for ASBU implementation and the template for the NANP are made available for A42. 2- 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 	<p>Regions/CA P 7.4</p> <p>Q3 2025</p> <p>Q4 2027</p>	

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ID	Challenge	Action	Timeframe Business Plan 2022-2025 Reference	Status Remarks
		plans (ANPs) and the Global Air Navigation Plan (GANP).		

— END —