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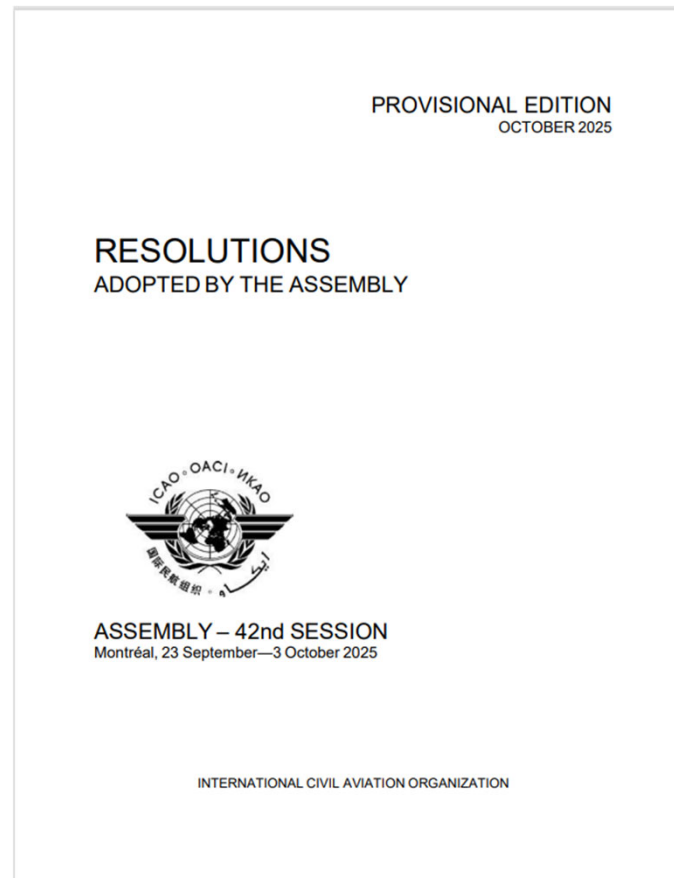
# Where are we today? 42nd ICAO Assembly

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## Assembly resolutions



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## Assembly resolutions

### Resolution

A42-6: ICAO global planning for safety and air navigation

A42-8: Consolidated statement of continuing ICAO policies and practices related to a global air traffic management (ATM) system and communications, navigation, and surveillance/air traffic management (CNS/ATM) systems

A42-9: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation

# 03

## Assembly Decisions



ICAO

Doc 10222, A42-TE

ASSEMBLY  
FORTY-SECOND SESSION

Montréal, 23 September–3 October 2025

TECHNICAL  
COMMISSION

REPORT

*Approved by the Technical Commission of the Assembly  
and published by authority of the Secretary General*

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## Assembly reaffirmation of the GANP and implications for governance

GANP reaffirmed as the global strategic framework

The Assembly endorsed the Eighth Edition of the GANP through a new resolution on ICAO global planning for safety and air navigation, reaffirming the GANP as the global strategic direction for the evolution of the air navigation system, and as the framework within which regional, subregional and national plans are to be developed and implemented.

This endorsement confirms continued State support for the GANP and the ASBU concept, while also elevating expectations regarding consistency, alignment, and implementation effectiveness.



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## Assembly reaffirmation of the GANP and implications for governance

### Stability as an explicit governance requirement

The resolution explicitly calls for the GANP to be “kept current while ensuring necessary stability and alignment.” This language reflects clear State feedback that frequent changes to structure, content, or framing can undermine implementation, particularly where national planning, procurement, and regulatory cycles extend over multiple years.

In parallel, the Secretary General is tasked with promoting, communicating, and supporting the development and implementation of national plans, reinforcing the expectation that the GANP framework and its supporting ecosystem be practical, accessible, and implementation-oriented.



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## Evolution of GANP content and operating model

From options catalogue to implementation framework

Assembly decisions provide more explicit direction on GANP content, including:

- the development of a roadmap of minimum capabilities with global timelines, introducing the concept of a minimum implementation path;
- strengthened expectations for performance reporting and transparency, including PIRG monitoring and publication of results through regional performance dashboards; and
- incorporation of Service-Oriented Architecture (SOA) principles to guide the evolution of agile, interoperable, future-ready air navigation systems.

Collectively, these decisions signal a shift in the GANP from a primarily descriptive catalogue of options toward a framework that must also provide:

- a baseline implementation spine (minimum capabilities and sequencing),
- a measurement spine (harmonised performance reporting), and
- an architecture spine (system-level design principles).

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## Evolution of GANP content and operating model

### Extension of the GANP update cycle

The Assembly agreed to extend the GANP update cycle to six years, with a corresponding refocus on supporting States in implementation and national plan development.

This decision implicitly recognises that the previous update rhythm had become an implementation risk, and that greater stability is required to align global planning with national and regional delivery cycles.

The extended cycle also implies the need for a more modular GANP structure, comprising:

- a stable core (minimum path, ASBU structure, conceptual roadmap), and
- supporting guidance and digital material that can evolve without altering the baseline.



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## State-highlighted ASBU implementation challenges

### ASBU stability and structure

Several States highlighted that ASBU instability and structural complexity are hindering implementation. Frequent adjustments and re-framing make it difficult to sustain multi-year investment cases, procurement strategies, and stakeholder commitment.

The underlying concern is that implementation risks being treated as a planning exercise, rather than as a long-term system change programme.

The Assembly response points toward a two-tier implementation model, consisting of:

- a Minimum Implementation Path (MIP) comprising a small, stable, sequenced set of essential capabilities; and
- optional or accelerator packages that can evolve without destabilising the baseline.

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## State-highlighted ASBU implementation challenges

### Performance-based approach and reporting burden

States also highlighted the limited practical application of the performance-based approach, noting challenges related to data maturity, fragmented tools, unclear prioritisation, and reporting burden.

While the performance framework exists, it is not always perceived as actionable or proportionate.

Assembly conclusions suggest the need to:

- simplify and prioritise performance indicators,
- link reporting more directly to the minimum implementation path, and
- strengthen PIRG-enabled support through harmonised tools and methodologies.

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## State-highlighted ASBU implementation challenges

### Alignment with national planning cycles

States noted the difficulty of aligning national air navigation plans with a GANP that evolves faster than national regulatory, procurement, and implementation cycles.

The extension of the GANP update cycle addresses this at a strategic level, but further structural separation between stable core content and evolving guidance is necessary to avoid repeated re-baselining.



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## State-highlighted ASBU implementation challenges

### Cross-regional integration

States emphasised that differing regional priorities and paces of implementation must not result in a fragmented global system. While the GANP supports regional planning, it currently provides limited mechanisms for managing cross-regional dependencies, synchronised milestones, and interoperability.

The Assembly therefore requested ICAO to develop guidance on:

- a minimum set of GANP initiatives to be implemented globally; and
- joint initiatives and timelines agreed between neighbouring regions.

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## State-highlighted ASBU implementation challenges

### Accessibility and language coverage

Concerns were raised regarding access to GANP and ASBU material in all ICAO official languages. Limited language coverage constrains engagement beyond technical specialists and can delay national endorsement, regulatory embedding, and funding decisions.

Prioritising translation of core implementation material, including the minimum implementation path and key guidance, was identified as an enabling measure.

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## Integrated diagnosis: systemic issues identified at A42

Taken together, the A42 outcomes point to a small number of interrelated systemic issues:

- **Imbalance between evolution and stability**, with global planning evolving faster than implementation capacity.
- **Catalogue-heavy structure without a clear mandatory spine**, creating ambiguity on priorities.
- **Implementation enablers not structurally embedded**, including capacity development, language accessibility and workforce readiness.
- **Performance expectations misaligned with maturity realities**, increasing reporting burden without proportional benefit.
- **Cross-regional integration insufficiently governed**, despite political recognition of its importance.

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## Conclusion: where are we today?

- *The GANP is lacking a plan which is hindering agreement and accountability for a harmonized modernization of the air navigation system to achieve effective implementation of agreed global priorities (e.g. FICE, DORIS, ...)*
- *Meaning of GANP implementation and status of ASBU implementation?*
- *Modernization of the air navigation system is not taking place in a synchronized and harmonized and timely manner .*
- *Different approaches and Templates of Volume III endorsed by different ICAO Regions*
- *Lack of guidance and common understanding of what is NANP*
- **Draft** *Definition of what MIP could be: MIP is a subset of the ASBUs to implement current or future Standards or implement global agreed priorities, according to globally agreed timelines.*

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# Thank You

