



## ASSEMBLY — 42ND SESSION

### TECHNICAL COMMISSION

#### Agenda Item 24: Aviation Safety and Air Navigation Priority Initiatives

#### REPORT ON THE OUTCOMES OF THE FOURTEENTH AIR NAVIGATION CONFERENCE (AN-CONF/14)

(Presented by the Council of ICAO)

#### EXECUTIVE SUMMARY

This paper provides an overview of the outcomes of the Fourteenth Air Navigation Conference (AN-Conf/14) and the subsequent follow-up actions undertaken by ICAO, including a post-Conference review. It also examines the benefits and challenges associated with convening divisional-type meetings ahead of ICAO Assemblies as well as the concerns raised during AN-Conf/14 regarding the role of the Technical Commission of the ICAO Assembly. In light of these considerations, the paper describes the Organization's continued efforts to increase its efficiency and effectiveness. These efforts include a review of the current approach, and the exploration of alternatives that could facilitate timely, inclusive and substantive global technical discussions, ensure alignment with ICAO's strategic priorities and resource availability, and enhance the efficiency and effectiveness of the Assembly while maintaining its role as the sovereign decision-making body.

**Action:** The Assembly is invited to:

- note the outcomes of the Fourteenth Air Navigation Conference (AN-Conf/14)<sup>1</sup>;
- urge States to undertake the AN-Conf/14 recommendations addressed to them; and
- recognize the Organization's continued efforts to increase the efficiency and effectiveness of the Technical Commission of the Assembly.

|                                |                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Strategic Goals:</i>        | This working paper relates to the Strategic Goals <i>Every Flight is Safe and Secure; and Aviation Delivers Seamless, Accessible and Reliable Mobility for All.</i>                                                                                                                                                                                      |
| <i>Financial implications:</i> | The activities referred to in this paper will be undertaken subject to the resources available in the 2026-2027-2028 Regular Budget and from extra budgetary contributions, as guided by the Business Plan 2026-2028. Details on the financial aspects are presented under A42-WP/37-AD/4, Proposed Draft Budget of the Organization for 2026-2027-2028. |
| <i>References:</i>             | C-DEC 233/6                                                                                                                                                                                                                                                                                                                                              |

<sup>1</sup> The Report of the Fourteenth Air Navigation Conference (AN-Conf/14) (Doc 10209) is available at: <https://www.icao.int/Meetings/a42/Pages/documentation-reference-documents.aspx>

|  |                                                                                                                                                                                                                                                                                                                                                                                                   |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | Doc 10209, <i>Report of the Fourteenth Air Navigation Conference (AN-Conf/14)</i> (blue cover) and Supplement No. 1.<br>Doc 8143, <i>Directives to Divisional-type Air Navigation Meetings and Rules of Procedure for their Conduct</i><br>Doc 10184, <i>Assembly Resolutions in Force (as of 7 October 2022)</i><br>A42-WP/37-AD/4, Proposed Draft Budget of the Organization for 2026-2027-2028 |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## 1. INTRODUCTION

1.1 The ICAO Council, at the second meeting of its 230th Session on 18 November 2023, approved the convening of the Fourteenth Air Navigation Conference (AN-Conf/14) in person at ICAO Headquarters in Montréal, Canada, from 26 August to 6 September 2024. The preparation and conduct of AN-Conf/14 was guided by the *Directives to Divisional-type Air Navigation Meetings and Rules of Procedure for their Conduct* (Doc 8143-AN/873/3) and additional set of guiding principles, which was communicated with States and international organizations (State letters 23/12 and 24/12 refer).

1.2 With the theme “Performance Improvement Driving Sustainability”, the objective of the Conference was to reach a global consensus on performance improvement initiatives that will best allow ICAO, Member States and industry to address, in the context of constrained resources, aviation’s global environmental challenges and the rapid evolution in aviation operations and technologies. The Conference met as one plenary session to provide experts with the opportunity to consider inter-related safety and air navigation elements together. Furthermore, information sessions were held on 26 August 2024 to facilitate the conduct of the Conference and support focused discussion on the subjects presented for consideration by the Conference.

## 2. DISCUSSION

### 2.1 AN-CONF/14 OUTCOMES

2.1.1 AN-Conf/14 discussed four agenda items under one committee. The Conference was attended by 871 participants from 110 Contracting States and 28 international organizations. A total of 205 papers were submitted, comprising 104 working papers and 98 information papers, while three working papers were withdrawn. The Conference adopted 22 recommendations comprising 104 actions (45 actions to States and 59 actions to ICAO), which are published in the *Report of the Fourteenth Air Navigation Conference (AN-Conf/14)* (Doc 10209). The recommendations encompass a broad range of subjects, including:

- a) ICAO’s programmatic business planning approach, resilience of the air navigation system, enhanced alignment of the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), and evolution of the ICAO Assembly Technical Commission;
- b) evolving aircraft technologies contributing to the long-term aspirational goal (LTAG), management of safety risks related to new and evolving aviation technologies and concepts, global navigation satellite system radio frequency interference and contingency planning, draft 2026-2028 edition of the GASP and turbulence encounters as a global operational safety risk;
- c) airspace optimization, airspace classification and delegation, trajectory-based operations, space transport operations, higher airspace operations, phasing out and/or

optimizing the use of legacy systems, cessation of the ICAO 2012 flight plan by 2034, draft eighth edition of the GANP; and

- d) validation, standardization and implementation of the connected aircraft concept and air-ground connectivity strategy, and aviation cybersecurity.

## 2.2 ICAO FOLLOW-UP ACTIONS

2.2.1 The Air Navigation Commission (ANC), at the sixth meeting of its 227th Session on 10 October 2024, reviewed the AN-Conf/14 recommendations and approved the suggested follow-up actions on those recommendations for which authority to act has been delegated by the Council. The Council, at the sixth meeting of its 233rd Session on 4 November 2024, reviewed the AN-Conf/14 recommendations and approved the suggested follow-up actions. A detailed list of these recommendations and actions taken by ICAO is available in [Supplement No. 1 to the AN-Conf/14 Report \(Doc 10209\)](#).

2.2.2 All working and information papers, including those originally submitted as working papers but later reclassified as information papers, have been duly forwarded to the appropriate expert group(s) for consideration in advancing their respective work programmes. The ANC is actively monitoring the progress of these considerations and will provide the necessary guidance to ensure that the issues raised are effectively addressed and integrated into ICAO's technical work programme as necessary and with the appropriate priority.

2.2.3 The active engagement of States and regional groups in implementing the AN-Conf/14 recommendations directed to them is crucial for achieving the intended performance improvement initiatives. To support this effort, ICAO has communicated the outcomes of the Conference through various forums, including regional planning and implementation group (PIRG) and regional aviation safety group (RASG) meetings held in the last quarter of 2024. This communication will continue for the remaining two PIRGs and RASGs meetings. In addition, implementation support and capacity building activities are also being developed, with some already underway.

2.2.4 The implementation of the AN-Conf/14 recommendations directed to ICAO is equally important. However, it is recognized that fulfilling these recommendations will require considerable effort beyond the scope of the existing work programme and available resources. Given these constraints, the ANC prioritized the Conference recommendations in a manner designed to help the Council determine which items to include in the work programme for the next triennium. It is important to note that the ANC's prioritization does not imply inclusion in the next triennium's budget, as the final decision will be subject to further deliberations on the Proposed Draft Budget of the Organization for 2026-2027-2028. Within the budget approved by this Assembly, the ANC will continue its prioritization efforts on an ongoing basis in managing air navigation work programme of the Organization, encompassing both ongoing activities of the respective ICAO expert groups and new tasks from various sources, including this Assembly.

2.2.5 ICAO has also commenced a post-action review of AN-Conf/14, assessing all aspects of its planning, preparation and conduct. The review considers the wide range of activities conducted, including: a) determining the need for AN-Conf/14; b) developing a provisional agenda and guiding principles; c) preparing Secretariat working papers; and d) the overall conduct of the Conference. The additional guiding principles referred to in 1.1 were identified as one of the key factors in the success of AN-Conf/14. These principles provided a structured framework for a more streamlined agenda and discussions, ensuring a focus on critical issues and allowing sufficient time for required technical discussions. Elements of these principles have already been partially applied in preparing for this Assembly. ICAO will continue to assess the impact of AN-Conf/14 on this Assembly, particularly on the work of the Technical Commission, and apply positive aspects of AN-Conf/14 in the planning, preparation and organization of future events.

### **2.3 CONTINUED EFFORTS TO INCREASE THE EFFICIENCY AND EFFECTIVENESS OF THE TECHNICAL COMMISSION OF THE ASSEMBLY**

2.3.1 The convening of divisional-type meetings (i.e. Category II meetings<sup>2</sup>) ahead of Assemblies was envisioned as an opportunity for States and industry experts to engage in technical discussions early enough and contribute to ICAO's business and budget planning. Furthermore, these meetings were intended to enhance the efficiency of the Assembly by enabling the Technical Commission to focus its discussions on global plans, emerging issues, and policy considerations. AN-Conf/14 supported the need to continue to further increase the effectiveness and efficiency of the Assembly, as previously requested by the ICAO Assembly and pursued by the Council. However, AN-Conf/14 also expressed concerns regarding the sovereignty of the Assembly and the equal opportunity for States to contribute to the discussion on the technical work of the Organization. It recommended that ICAO undertake further work to adequately define the scope of the Technical Commission, noting the need to strike a balance between efficiency and the ability of States to provide direction on specific issues within the technical work programme of the organization (Recommendation 1.3/1 *Evolution of the ICAO Assembly Technical Commission* refers).

2.3.2 Taking into account both the benefits of divisional type meetings ahead of Assemblies and the concerns raised during AN-Conf/14 regarding the role of the Technical Commission, ICAO has initiated a review of the overall impact of the current approach. This review also considers the resource constraints that holding a divisional type meeting every three years would impose on the Organization and the resulting implications for the Organization's ability to carry out core activities, including the timely development of Annexes and PANS amendments, guidance material and implementation support. In addition, the review will consider alternatives that could facilitate timely, inclusive and substantive global technical discussions, ensures alignment with ICAO's strategic priorities and resource availability, and enhance the efficiency and effectiveness of the Assembly while maintaining its role as the sovereign decision-making body. This review will continue beyond the current Assembly with the aim to identify the most effective approach for a preparatory meeting to the Technical Commission of the 43rd Session of the Assembly.

## **3. CONCLUSION**

3.1 AN-Conf/14 provided a valuable global platform for aviation stakeholders to address key safety and air navigation challenges. The effective implementation of the Conference recommendations requires coordinated efforts, the identification and availability of adequate resources, and sustained engagement from both ICAO and Member States. Furthermore, the Conference, while reaffirming the importance of structured preparatory work ahead of an Assembly, raised some concerns about preserving the sovereignty of the Assembly and ensuring equal opportunities for all Member States to contribute to the technical discussions of ICAO. The post-action review of AN-Conf/14 will take into consideration the outcomes of this Assembly with the aim to identify the most effective approach for the Technical Commission of the 43rd Session of the Assembly, and apply it to the planning, preparation and organization of future events.

— END —

---

<sup>2</sup> Divisional Meetings, Regional Air Navigation Meetings, and Conferences: A formal meeting with an output (report, conclusions and/or recommendations) that presents recommendations to the Council