



**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



GREPECAS/23 and RASG-PA/15
Mexico City, Mexico, 2-6 March 2026

**Review of the action taken by the Air Navigation Commission on the report of
GREPECAS/22 and RASG-PA/14 meetings
and overview of the PIRGs and RASGs Consolidated Report to Council for 2024-2025**

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01

ANC Review dates

The Air Navigation Commission (ANC) reviewed the reports of the GREPECAS/22 and the RASG-PA/14 Reports during the tenth meeting of its 229th Session on 17 June 2025.

The ANC review was based on the meeting of the ANC Working Group of the Whole for Strategic Review and Planning (WG/SRP) that was held virtually on 14 May 2025.

The GREPECAS/22 report was presented by Mr. André Eduardo Jansen, Brazil, Chair of GREPECAS, supported by Mr. Orlando Nevot (Cuba), Vice Chairperson of GREPECAS.

The RASG-PA/14 report presented by the Co-Chairperson of RASG-PA States, Mr. Andrew Larsen, (Canada), supported by Mr. Javier Vanegas (CANSO), Co-Chair of RASG-PA representing industry and international organizations.

The Chairpersons were supported by ICAO Regional Directors of the NACC and SAM Regional Offices along with their Deputy Regional Directors and Regional Officers and staff members from the ICAO Air Navigation Bureau (ANB).

(AN-WP/9849 refers).

General

The ANC noted the successful asynchronous format of the meetings (virtual sessions and in-person meetings) and the strengthening of a data-driven work methodology.

The Commission noted with satisfaction that there was strong and close coordination between the GREPECAS and RASG-PA across aviation activities, in topics such as:

- ✓ the collaboration between the GREPECAS Scrutiny Working Group (GTE) and RASG-PA Mid-Air Collision Working Group (MAC),
- ✓ joint Runway Safety Team (RST) implementation across the CAR/SAM Region
- ✓ implementation of CAR and SAM runway safety tools,
- ✓ implementation of PBN procedures in a visual runway – SAM and NACC,
- ✓ project on language proficiency in ATS in the CAR and SAM Regions,
- ✓ projects between ICAO and IATA to mitigate controlled flight into terrain (CFIT) accidents;
- ✓ general considerations on possible interference caused by the 5G network; and
- ✓ traffic collision avoidance system resolution advisory data;
- ✓ Work on turbulence prevention, unmanned aircraft system (UAS) and remotely piloted aircraft system (RPAS); and
- ✓ safety data coordination: a new ad hoc group was established.

RASG-PA/14 Report

The Commission noted the high number of quality deliverables, amongst others:

The safety performance mentioned:

- a) 0.15 fatal accident;
- b) 3.25 per cent as accident rate;
- c) 60.51 per cent of certified aerodromes;
- d) 55 per cent of States established SSP;
- e) 73.53 per cent of States established national safety plans; and
- f) 69,82 per cent of effective implementation

The RASG-PA 2025 priorities:

- a) the CST implementation support to States;
- b) the development of adverse weather risk mitigation tools and guidance; and
- c) sustaining improvements on high-risk categories (RE, LOC-I, CFIT), and expanding participation and improving consistency of safety data sharing.

The high number of quality deliverables, amongst others:

- a) data analysis and safety information sharing, resulting in the launch of the first RASG-PA safety issue alert;
- b) updated safety advisories;
- c) new safety partner programme was implemented with the participation of several airlines;
- d) Safety Day 2024 was held, dedicated to mid-air collision (MAC) risk analysis and avoidance strategies;
- e) Annual Safety Report;

RASG-PA/14 Report

The ANC noted the following regional challenges:

- low implementation of SSP and aircraft accident and incident investigation (AIG), which are considered to be foundational pillars of a proactive and resilient aviation safety system
- lack of technical expertise, resource constraints, and weak data systems are producing consequences, including delayed risk mitigation, non-compliance with Global Aviation Safety Plan (GASP) goals, and persistent vulnerabilities;
- Lack of effective safety data sharing is leading to challenges with timely accident and incident reporting and analysis remaining inconsistent across the regions.
- Lack of safety culture hinders the effective flow of information
- urgent need for investment on specialized systems, structured cooperation, and strong follow-up mechanisms

RASG-PA/14 Report

The Commission:

- recognized that weak or insufficient data systems affect multiple areas of safety management beyond accident investigation (AIG), and the lack of accurate and complete data remains a major barrier to effective State Safety Programme (SSP) implementation, even in developed States.
- proposed that foundational weaknesses in data capture and processing be recognized as a global safety challenge and not be linked exclusively to AIG, given their broader impact on safety oversight and management.
- requested the Secretariat to include, in the consolidated report, a reflection of challenges related to safety reporting and to review and refine the existing global challenges to reflect the latest status.
- raised a concern regarding the reported 711 LHD events, previously 520 events in 2021, which was a significant increase. Clarification was requested on whether the data reflected a single year or multiple years and whether the safety level for reduced vertical separation minimum (RVSM) had previously been within acceptable limits and whether this increase indicated a worsening safety trend which, would warrant special attention.

GREPECAS/22 Report

The Commission noted:

- a) that follow-up occurred related to CAR/SAM Regional Air Navigation Plan Volumes I, II, and III;
- b) improvement of the regional data sharing was improved through collaboration mechanisms;
- c) the deliverables and ongoing work related to GREPECAS programmes and projects in air traffic management (ATM); search and rescue (SAR); aerodromes and ground aids (AGA); communications, navigation, surveillance (CNS); aeronautical information management (AIM); and meteorology (MET).

The ANC noted the following regional guidance and documents were developed:

- Guidance on Improved Operations Through Enhanced En-route Trajectories – FRTO;
- Guide of Airport Advisory Committees;
- Guidance for the Cybersecurity Assessment for Air Navigation Services; and
- technical information for the monitoring of surveillance data

GREPECAS/22 Report

The Commission noted the following regional challenges:

- a) the need for development of clear guidance material for the RANP and the need for a standardized template
- b) non-compliance with ICAO Annex 12 in many States; shortage of trained personnel and operational procedures; lack of RCC/RSC capabilities and regional SAR agreements
- c) limited implementation of practical ATFM procedures, even in States facing demand-capacity imbalances; isolated ATFM implementation, based on domestic priorities; and planning for cross-border/inter-regional ATFM is still in the initial stage;
- d) slow progress on IWXXM model adoption for OPMET; inconsistent QMS implementation across States; and the need for stronger ICAO–WMO collaboration;
- e) low regional SWIM-readiness;.
- f) incomplete transition to AIXM and e-AIP; gaps in NOTAM quality and AIM QMS auditing;
- g) the need for a regional cybersecurity risk assessment framework and limited training and awareness among air navigation services providers (ANSPs);

GREPECAS/22 Report

Regarding FF-ICE, the ANC noted that CAR/SAM Regions are still in the early stages and struggling with implementation.

The ANC agreed that SWIM implementation be given increased focus, and that further discussion could enhance understanding of regional developments and support better-informed planning, particularly with key milestones approaching.

Regarding air traffic flow management (ATFM), it was suggested that an informal briefing could be organized to better understand the specific regional challenges of the impending implementation. The value of interregional information sharing was emphasized and enhanced cooperation could help address challenges and extend benefits more broadly.

The President of the ANC congratulated GREPECAS and RASG-PA on their achievements and progress made during the last meeting cycle.

Consolidated Report to Council on PIRGs and RASG 2024-2025

Reporting Period 1 June 2024 to 30 June 2025

(C-WP/15768 and C-DEC 236/7 refer)

With Regard to FF-ICE

It was recognized that the need to **closely monitor the progress** of implementation across various regions, including those concerning SWIM, was a prerequisite to FF-ICE.

In its report, the ANC expressed **concerns** about **disparate experiences across regions** and the diverse ways in which FF-ICE is implemented.

The Commission noted **concerns regarding the transition** between FPL2012 and FF-ICE, particularly mixed-mode operations, flight plan translations, and early implementation of FF-ICE in some regions and the impact on adjacent States.

The Council noted that these issues were being addressed by the relevant expert groups, and the planned transition date was to minimize the period of mixed mode. It was considered important that FF-ICE implementation be addressed as **a cross-cutting matter**, including planned **investment in ATM systems**.

The Secretariat was requested to explore ways to **promote FF-ICE/SWIM 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 the experiences of others, so as to avoid common pitfalls and accelerate progress.

Issues with data

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.

It was 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.

It was agreed to include **“ineffective safety reporting due to inadequate information sharing, and weaknesses in accurate and complete data”** as a global challenge.

Global Challenges:

The Commission 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.

A **PIRGs and RASGs Dashboard**, which allows for the monitoring of the reported global challenges and level of participation in PIRGs and RASGs meetings, was created iSTARS available at <https://istars.icao.int/Sites/>

- ✓ The Commission agreed to continue working with the Secretariat on enhancing the PIRGs and RASGs consolidated report to the Council.

Following consideration of C-WP/15768, **the Council:**

- 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;

Following consideration of C-WP/15768, **the Council:**

- f) took 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.

New global challenge

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



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 Completed for EUR Ongoing 2022-No SAR exercise due to the pandemic
		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	

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 capabilities, while ensuring the acceptable level of safety.”</i>	2025 CAP 6.2	Ongoing Secretariat is working to amend the following relevant guidance material: <ul style="list-style-type: none"> – Doc 9613, <i>Performance-based Navigation (PBN) Manual</i> with expected publication date of 30 November 2022 (Completed) – 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	<p>Ongoing</p> <p>The issue is being dealt with through the following work streams underway:</p> <ul style="list-style-type: none"> – 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</i>, Volume 1 – 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	<p>Ongoing</p> <p>Job Card NSP.006.06 ENB-CNS-2022-11</p>

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	<p style="text-align: center;">—</p> <p>Major State safety programme (SSP) implementation difficulties experienced in States</p>	<p>Secretariat to identify ways to address difficulties experienced to support and implement</p>	<p>2026 SAF 2.3</p>	<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). The Safety Management Manual (Doc 9859) is being revised to provide additional and updated guidance. The SSP course is available in EN and SP and with a virtual delivery option. (2025) There is also a Safety Risk Management Fundamentals one day course available for virtual delivery. Five safety intelligence and safety performance management workshops were delivered in 2023-2024 across ICAO regions. The SSP iPack is now available for deployment. (2025) The first edition of the new <i>Safety Intelligence Manual</i> (Doc 10159) is now 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. (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>
		<p>ANC - To identify ways to address difficulties experienced by States and to report to Council</p>	<p>2026 SAF 2.3</p>	

<p style="text-align: center;">—</p> <p style="text-align: center;">2019-19</p>	<p>Harmonized approach to GANP Monitoring mechanism/tool development globally</p>	<p>Secretariat – To ensure State/PIRG participation in development of ICAO GANP Monitoring mechanism/tool</p>	<p style="text-align: center;">2020 CAP 1.3</p>	<p>Completed 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>
<p style="text-align: center;">2019-20</p>	<p>Support required for the development of a regional accident and incident investigation organization (RAIO) in the Caribbean</p>	<p>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.</p>	<p style="text-align: center;">2026 SAF NACC 7.6</p>	<p>Ongoing</p> <p>Work in progress through RASG-PA</p>
		<p>Secretariat – To request assistance through the AIG Regional Cooperation Mechanism (ARCM) for the South American Region</p>	<p style="text-align: center;">2026 SAF NACC 7.6</p>	<p>Ongoing</p> <p>Work in progress through RASG-PA</p>

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	<p>Need for an updated Accident/Incident Data Reporting (ADREP) system</p>	<p>Secretariat – To address the availability of data in the Accident/Incident Data Reporting (ADREP) System</p>	<p>2025 SAF 6.12</p>	<p>Ongoing (2025) ICAO has launched an iPack for the Accident/Incident Data Reporting (ADREP) System and transitioned to a new global reporting tool (ECCAIRS 2). Other work partially implemented with EUROCONTROL.</p>
2020-05	<p>High rate of missing operational messages (Flight plans, OPMETs, NOTAMs)</p>	<p>AFI and Secretariat – To identify ways to eliminate missing operational messages</p>	<p>2027 Not in the Business Plan</p>	<p>Ongoing As per APIRG, situation has improved. Not a challenge for CAR/SAM.</p>
2020-06	<p>States are not submitting RVSM data to the RMA Office on a monthly basis</p>	<p>PIRGs – To monitor the issue and report through subsequent PIRGs reporting cycles in order to identify additional measures if necessary</p>	<p>2025 CAP 6.2</p>	<p>Ongoing PIRGs are following up Not a challenge for CAR/SAM.</p>

<p style="text-align: center;">—</p> <p style="text-align: center;">2020-08</p>	<p>Enhance the use of ICARD regarding the long outstanding resolution of 5LNC duplicates</p>	<p>EUR/NAT and Secretariat – To consider ways to resolve 5LNC duplicates</p>	<p style="text-align: center;">2026 SAF 6.11</p>	<p>Ongoing</p> <p>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></p>
<p style="text-align: center;">2021-01</p>	<p>Actual geographical area of APIRG and RASG-AFI</p>	<p>Secretariat – To develop proposals for consideration by the ANC and Council related to the definition of Africa Indian Ocean Region.</p>	<p style="text-align: center;">2025 Not in the Business Plan</p>	<p>Ongoing</p> <p>Reference is made to the Council C-DEC 230/2 on the matter.</p> <p>Work in progress with ESAF and WACAF Regional Offices.</p>
		<p>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.</p>	<p style="text-align: center;">2025 Not in the Business Plan</p>	

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	<p>Ongoing</p> <p>Military aspects concerning RVSM approval were incorporated into the Assembly Resolution A41-10.</p> <p>Raising awareness on the matter at regional levels through symposia is ongoing.</p>
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	<p>Ongoing</p> <p>iSTARS 4.0 has been launched and the issues from the previous version have been resolved.</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). Decision to close this challenge for next report after checking with the regions.</p>

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 navigation plans and the <i>Regional Supplementary Procedures</i> (Doc 7030)	Request the Secretary General to finalize the amendment process to align the areas of applicability of the air navigation plans and the regional supplementary procedures.	2025 CAP 6.2	Ongoing The sixth edition of SUPPs is being processed.



2024-02	Low level of <u>development</u> 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 investigation authorities and completion of accident investigation reports	Secretary General to: <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. 	SAF 3 Q4 2027 Q4 2027 Q4 2027 Q4 2027	Ongoing

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 plans (ANPs) and the Global Air Navigation Plan (GANP). 	<p>Regions/CA P 7.4</p> <p>Q3 2025</p> <p>Q4 2027</p>	
2025-01	Ineffective safety reporting due to a lack of sharing inadequate information sharing, accurate and complete weaknesses in data collection and analysis.	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 Safety Intelligence Manual (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	The action taken to address this challenge will support addressing Global Challenge 2019-17 on SSP implementation.

Action by the Meeting

The meeting is invited to:

- a) review the actions taken by the Air Navigation Commission on the reports of the GREPECAS/22 and RASG-PA/14; and
- b) provide feedback on the global challenges relevant to NACC and SAM Regions.

Thank You

