PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

1.1 The meeting reviewed and adopted the Provisional Agenda as at paragraph 6 of the History of the Meeting.

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REPORT ON AGENDA ITEM 2: GLOBAL AND REGIONAL DEVELOPMENTS

2.1 *ICAO Update*

Review of action taken by the ANC on MIDANPIRG/19 and RASG-MID/9 Report

2.1.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting noted that the Air Navigation Commission (ANC) reviewed the MIDANPIRG/19 and RASG-MID/9 Report during its 220th Session, 18 April to 24 June 2022. The outcome of the ANC review was reported to the ICAO Council, AN-WP/9599 and C-WP/15370 refer.

2.1.2 The meeting noted with appreciation that the Commission commended the MID Region for the excellent quality of the regional reports, the progress made in the region and the coordination that took place between the MIDANPIRG and RASG-MID. The discussion of the ANC focused mainly on the followings:

- the actions taken by the region concerning the High-level Conference on COVID-19 (HLCC) recommendations;
- progress made with regard to the regional projects including the Middle East and North African States (MENA) Accident Investigation (AIG) Regional Coordination Mechanism (ARCM) and the MID Regional Flight Procedures Programme (MID FPP);
- regional safety priorities, including emerging risks;
- GNSS signal interference, and mitigating the risk of 5G implementation to safety-critical radio altimeter functions;
- unmanned aircraft operations;
- reduced vertical separation minimum (RVSM) Operations and Monitoring Activities in the MID Region;
- MID Region ATFM and MID FIFA World Cup 2022;
- MID Region Dashboard on Global Reporting Format (GRF) Implementation; and
- The challenges faced by MIDANPIRG and RASG-MID.

2.1.3 The Commission noted the achievements of the RASG-MID since the previous report. The Commission also noted that the tenth edition of the MID Regional Aviation Safety Report (MID-ASR), including MID Region safety priorities was endorsed by RASG-MID/9.

2.1.4 The Commission also noted the MIDANPIRG/19 activities and achievements, including the overall implementation level of the priority 1 Aviation System Block Upgrades (ASBU) Threads/Elements; the MID Region PBN Implementation Plan (MID Doc 007); the planning for ADS-B implementation; and the progress made with the implementation of regional projects like the MID Flight Procedure Program (MID-FPP).

2.1.5 The Commission was informed of the challenges faced by the MIDANPIRG and RASG-MID, including the alignment with the sixth edition of the Global Air Navigation Plan (GANP), at the national level; the few States that have a Universal Safety Oversight Audit Programme (USOAP) effective implementation (EI) score below 60 percent due to unstable internal security and/or political situations; and the lack of sharing of air navigation as well as safety data and information by the States, making it difficult for the MIDANPIRG and the RASG-MID to conduct data-based activities to address deficiencies and properly monitor progress.

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2.1.6 The Commission noted that there were no Conclusions or Decisions that required specific action by the ANC. The meeting considered the actions taken by the ANC and the Council on the MIDANPIRG/19 and RASG-MID/9 Reports during the discussions of teh relevant agenda items.

Outcomes of the 41st Assembly

2.1.7 The subject was addressed in WP/3 presented by the Secretariat. The meeting noted with appreciation the outcomes of the ICAO 41st Assembly held at ICAO Headquarters from 27 September to 7 October 2022. The Assembly Report is available on the ICAO website, at: https://www.icao.int/Meetings/a41/Pages/assembly-report-and-minutes.aspx

2.1.8 The meeting noted that the following most relevant outcomes of to the MIDANPIRG and RASG-MID Work Programmes are:

- the endorsement of the latest editions of the Global Aviation Safety Plan (GASP) and the GANP;
- the endorsement of the Safety Stream recommendations from ICAO's High-level Conference on COVID-19 (HLCC 2021);
- the evolution of the Universal Safety Oversight Audit Programme (USOAP);
- the new ICAO Implementation Support Policy;
- agreement that regional aviation safety organizations and accident investigation bodies should be better supported through more sustainable funding and legal frameworks; and
- innovation and initiatives that will contribute to a more resilient future for the air transport sector.

2.1.9 The meeting recalled that the 41st ICAO Assembly adopted a long-term global aspirational goal (LTAG) for international aviation of net-zero carbon emissions by 2050 in support of the UNFCCC Paris Agreement's temperature goal. The achievement of the LTAG will rely on the combined effect of multiple CO_2 emissions reductions, including the accelerated adoption of new and innovative aircraft technologies, streamlined flight operations, and the increased production and deployment of sustainable aviation fuels (SAF). Accordingly, the meeting encouraged States and requested the subsidiary groups of MIDANPIRG and RASG-MID to consider LTAG as part of their national and regional planning and activities, as appropriate.

2.1.10 The meeting encouraged States to participate in the following air navigation global events:

- AN World 2023 –Shaping Skies of Tomorrow, ICAO HQ, 28-31 August 2023
- AN World 2023 –ATM Procedures for Today, Singapore, 23-27 October 2023
- DRONE ENABLE Symposium, ICAO HQ, 5-7 December 2023

Global Aviation Safety and Air Navigation developments

GASP 2023-2025, NASP, Safety Management, USOAP CMA

2.1.11 The subject was addressed in PPT/4 presented by the Secretariat.

2.1.12 The meeting was informed on the revised content in the 2023-2025 edition of the Global Aviation Safety Plan (GASP, Doc 10004) including the revision of targets, the status of the global high-risk categories of occurrences, and the migration of implementation support content, from the GASP to other ICAO documents. The meeting noted the latest guidance material and tools, related

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to the implementation of a national aviation safety plan (NASP), including the revised *Global Aviation Safety Roadmap* (Doc 10161) and the *Secure Portal on Operational Safety Risks and Emerging Issues.*

2.1.13 The meeting was informed on the latest update on Safety Management activities, including the content of Amendment 2 to Annex 19 – Safety Management, as well as developments in the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA), and upcoming ICAO safety events. Based on the above, the meeting agreed to the following RASG-MID Conclusion:

PIRG/RASG CONCLUSION 1: EVOLUTION OF AVIATION SAFETY PLANNING

That States, nominate a focal point and provide information on the Secure Portal on Operational Safety Risks and Emerging Issues to support work of RASG and provide inputs for future editions of GASP.

PIRG/RASG CONCLUSION 2: SHARING OF THE NASP

That States, be reminded to share the latest version of their NASPs with ICAO HQ and ICAO MID Office for posting on the GASP public website.

Outcomes of CAPSCA/10 Meeting

2.1.14 The subject was addressed in PPT/8 presented by the Secretariat. The meeting noted the CAPSCA/10 Meeting main outcomes. The meeting encouraged States to convey their express of interest to receive the ICAO Technical Assistance Visits in order to measure the efficiency of their Airports Preparedness Plans in case of unexpected Public Health Event e.g., Covid-19. IATA highlighted the need to plan the visits with the annual work programme in coordination with WHO.

Regional Developments

MIDANPIRG Enhancement Program (MEP)

2.1.15 PPT/11 presented by the Secretariat. The meeting was apprised of the objectives of the MEP initiative and challenges faced by MIDANPIRG.

2.1.16 The meeting recalled that DGCA-MID/6 meeting, through Conclusion 6/4, established the MEP to improve the level of implementation of the MID Air Navigation Plan (ANP) provisions and eliminate the reported Air Navigation deficiencies, through the collaboration of States and stakeholders for the provision of necessary assistance to the States in need. Furthermore, States were requested to provide contact details of their MEP focal points.

2.1.17 ICAO MID Office circulated a follow-up letter to DGCA-MID Conclusion 6/4. It was noted that Replies received from six (6) States (Bahrain, Egypt, Jordan, Saudi Arabia, Syria and UAE). The meeting urged States, have not yet done so, to nominate MEP focal point(s).

2.1.18 The meeting noted with appreciated the progress made under the MEP initiative to assist MID states in implementing regional air navigation plans (ANPs) and eliminating air navigation deficiencies.

2.1.19 The meeting supported the initiative to launch MIDANPIRG Chairman Award Competition. The annual competition will recognize excellent work and outstanding efforts exerted by MIDANPIRG Task force/action groups/Working groups. MIDANPIRG Chairman will reward MIDANPIRG Chairman Award to members of winning groups based on selection process and criteria during MIDANPIRG meeting.

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2.1.20 The public recognition aims to express appreciation by MIDANPIRG Chairman, recognize the outstanding work, motivate groups' members and increase engagement and productivity.

2.1.21 The subject was addressed in PPT/6 presented by the Secretariat.

2.1.22 The meeting noted with appreciation that the iPack- National Aviation Safety Plan (NASP) which has been deployed and implemented by Iraq and Sudan. As a result, Iraq and Sudan NASPs have been success fully developed and copies shared with MID office.

2.1.23 The meeting also noted with appreciation that the iPacks -Unmanned Aircraft System (UAS), USOAP, and aerodrome have been deployed and implemented by Jordan and Libya respectively.

Regional Projects (MENA-RSOO & MENA ARCM)

2.1.24 The subject was addressed in WP/9 and PPT/10 presented by the Secretariat.

2.1.25 The meeting noted that the MENA ARCM MoU has been signed by Fourteen (14) States namely Djibouti, Iraq, Iran, Jordan, Kuwait, Libya, Mauritania, Morocco, Palestine, Oman, Saudi Arabia, Sudan, United Arab Emirates, and Yemen.

2.1.26 The meeting also noted that the kick-off of the MENA ARCM operations has been officially announced during the Future Aviation Forum held in Riyadh, Saudi Arabia (9-11 May 2022).

2.1.27 The meeting was informed that the first and Second Meetings of the MENA ARCM Committee were held during the Future Aviation Forum in Riyadh, Saudi Arabia, 9-11 May 2022 and Jeddah, Saudi Arabia from 11 to 12 September 2022, respectively.

2.1.28 The meeting noted the updated progress on MENA ARCM establishment and operation, encouraged States to sign the MENA ARCM MoU if not yet done, and urged all States to support the MENA ARCM activities.

PIRG/RASG CONCLUSION 3: MENA ARCM

That States be encouraged to sign the MENA AIG Regional Cooperation Mechanism (MENA ARCM) MoU, if not yet done.

2.1.29 With respect to MENA RSOO, the meeting noted with appreciation the progress of the establishment and operations of MENA RSOO, in particular, the outcomes of the Second Steering Committee meeting (DGs Level) held on 10 May 2022 in Riyadh, Saudi Arabia, alongside the First Future Aviation Forum. It was highlighted that some MENA States have officially joined the MENA RSOO by presenting their signed copies of the Memorandum of Agreement (MoA) to ACAO. Accordingly, the meeting agreed to the following Conclusion:

PIRG/RASG CONCLUSION 4: MENA RSOO

That,

a) States are encouraged to Join the MENA RSOO by signing the revised Memorandum of Agreement; and
b) States and Stakeholders are urged to support the establishment and operations of the MENA RSOO to enhance aviation safety at National and Regional levels.

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Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region

2.1.30 The subject was addressed in PPT/7 presented by the Secretariat. The meeting was apprised of the Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region, which was endorsed by DGCA-MID/6 meeting (Abu Dhabi, 1-3 November 2022) at Appendix XX, including the challenges and the way forward. The meeting commended the ICAO MID Regional Office for developing this Collaborative Approach for Safety Enhancement and Management in the MID Region. Accordingly, the meeting agreed to the following Conclusion:

PIRG/RASG CONCLUSION 5: CONTINUOUS COLLABORATION APPROACH TO MANAGING AND ENHANCING SAFETY IN MID REGION

That,

a) *States and Stakeholders are urged to support the implementation of the Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region.*

b) *Continuous Collaboration Approach to Managing and Enhancing Safety in MID Region to be included as a strategic approach within the RASG-MID and MIDANPIRG frameworks; and*

c) *Coordinating the prioritization of Member States needs with ICAO MID Regional Office.*

ANS Cyber Resilience

2.1.31 The subject was addressed in PPT/13 presented by the Secretariat. The meeting noted that amendment 12 of the Annex 17 (effective 2011) included provisions to further strengthen Standards and Recommended Practices in order to address new and emerging threats to civil aviation including the security of air traffic service providers.

2.1.32 The meeting was approve the primary and secondary scope of the ATM security, it was highlighted that ATM security is part of Aviation Security and it's a national responsibility.

2.1.33 The meeting recalled that contingency planning is a regulatory requirement for ATSP under Annex 11. It was highlighted that Contingency Planning should include ATM security considerations.

2.1.34 The meeting was apprised of ICAO security management system and risk management system, ATM security oversight programme and ANS Security inspector qualification.

Cyber Security in Air Navigation Services

2.1.35 The subject was addressed in WP/14 presented by CANSO.

2.1.36 The meeting noted that CANSO, ICAO NACC office and AIRBUS prepared the Air Traffic Management Cybersecurity Policy Template to help states implement cybersecurity mechanisms and culture across entire ATM systems and security operations. The template aims to guarantee aviation system resilience, safeguarding information integrity, availability, confidentiality, and hardware/software protection, and support civil aviation security, national security and defence and law enforcement.

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2.1.37 The meeting noted that Air Traffic Management Cybersecurity Policy Template as at the link: https://canso.org/publication/air-traffic-management-cybersecurity-policy-template/ is a living document that will adapt to the changing environment we live in. Implementing a cybersecurity policy protects organisation while increasing safety. Accordingly, the meeting tasked the ACS WG to review and make use of the ATM cybersecurity policy template as appropriate.

Air Navigation Charges and User Consultation & Engagement process by ANSPs in the MID Region

2.1.38 The subject was addressed in WP/15, presented by IATA. The Meeting noted the concerns raised in the region regarding the publication of Air Navigation Charges revisions without prior engagements with airspace users, and the lack of adoption by States to ICAO Doc 9082 (ICAO's Policies on Charges for Airports and Air Navigation Services) the main reference point outlining policies and recommendations for setting user charges by both airports and ANSPs.

2.2 ***Update from States and International Organizations (Achievements/Success Stories and Challenges)***

Airspace optimization over high seas at the interface between the middle east and ASIA Pacific Regions

2.2.1 The subject was addressed in WP/16, Presented by Oman, Saudi Arabia and UAE. The meeting noted the need to optimize the airspace over high seas between the MID and APAC Regions, to further enhance safety and enhance capacity and efficiency.

2.2.2 The meeting recalled the safety protocol opened by the MIDRMA between Muscat and Mumbai FIRs. And the expected traffic growth with an average annual rate of 4%.

2.2.3 Based on the above, the meeting agreed on the following Conclusion:

PIRG/RASG CONCLUSION 6: COORDINATION TO ENHANCE AIRSPACE OVER HIGH SEAS BETWEEN MID REGION AND APAC

That,

a) ICAO MID is tasked to initiate and foster inter-regional and sub-regional initiatives that aim to enhance the airspace at the interface with the ASIA Pacific region; and

b) States and aviation stakeholders are encouraged to collaborate and support airspace development initiatives aiming at enhancing safety, improve efficiency of the airspace over the high seas at the interface with Asia Pacific.

2.2.4 Updates received from Oman, Saudi Arabia, UAE and Yemen was reflected in the related Agenda Item.

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REPORT ON AGENDA ITEM 3: REVIEW AND FOLLOW-UP OF ACTION ITEMS ARISING FROM THE PREVIOUS MEETINGS

3.1 *Follow-up on the PIRG/RASG MID Conclusions and Decisions*

3.1.1 The subject was addressed in WP/17 presented by the Secretariat. The meeting reviewed the progress made for the implementation of the PIRG-RASG Conclusions and Decisions as at **Appendix xx**.

3.2 *Follow-up on the RASG-MID/9 Conclusions and Decisions*

3.2.1 The subject was addressed in WP/18 presented by the Secretariat. The meeting reviewed the progress made for the implementation of the RASG-MID/9 Conclusions and Decisions as at **Appendix XX**.

3.3 *Follow-up on MIDANPIRG/19 Conclusions and Decisions*

3.3.1 The subject was addressed in WP/19 presented by the Secretariat. The meeting reviewed the progress made in the implementation of MIDANPIRG/19 Conclusions and Decisions. The actions taken by States and the Secretariat on the above-mentioned Conclusions and Decisions were reviewed and the updated list is provided at **Appendix XX**.

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REPORT ON AGENDA ITEM 4: COORDINATION BETWEEN MIDANPIRG AND RASG-MID

4.1 ***Safety Subjects of Interest to MIDANPIRG***

MID Region Safety priorities and Status of Safety Performance

4.1.1 The subject was addressed in PPT/20 presented by the Secretariat. The meeting was apprised of the MID Region safety priorities.

4.1.2 Based on the analysis of the reactive and proactive safety information for the period 2017-2021, the safety priorities defined for the MID Region are:

Regional Operational Safety Risks

a. Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing;
b. Loss of Control Inflight - (LOC-I)
c. Mid Air Collision- (MAC)
d. Controlled Flight Into Terrain- (CFIT)
e. Runway Incursion- (RI)

Organizational issues

a. States' Safety Oversight Capabilities
b. Safety management
c. Human Factors and Competence of Personnel
d. Cybersecurity

Emerging Risks

a. GNSS interference
b. COVID-19 Pandemic outbreak
c. Ensure the Safe Operations of UAS
d. Impact of Security on Safety
e. 5G interference with Radio Altimeter

4.1.3 The meeting noted with appreciation the status of the MID region Safety performance.

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4.1.4 The subject was addressed in PPT/21 presented by the secretariat.

4.1.5 **Covered under agenda item 5.2 (outcome of SEIG)**

Protecting Aviation from potential harmful operation of the 5G

4.1.6 The subject was address in WP/22, presented by the secretariat. The meeting recalled that MIDANPIRG/19, through Conclusion 19/23, established Radio Altimeter Action Group to develop guidance material to protect the aircraft operations from potential Radio Altimeter interference associated with the deployment of cellular broadband/5G ground infrastructure near the bands used by Radio Altimeter.

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4.1.7 The meeting noted with appreciation the activities conducted by the RADALT AG including the conduct of 5G/RADALT Webinar and the development of the Guidance material as tasked by MIDANPIRG/19.

4.1.8 The meeting noted that the guidance material developed by the RADALT Action Group will be used by Frequency Spectrum Management Panel (FSMP) to develop ICAO circular on the subject. The meeting commended the Action Group for the great efforts.

4.2 ***Air Navigation Subjects of interest to RASG-MID including RVSM operations and Monitoring***

4.2.1 The subject was addressed in WP/23 and IP/xx presented by the MIDRMA and the Secretariat. The meeting recalled the MIDANPIRG Conclusion 19/2 related to the collection of data required for the development of SMR 2022, and the MIDRMA Board Decision 18/3 related to the Non-Compliance with MMR Requirements.

4.2.2 The meeting noted with concern, that Safety Objectives No. 1 and 3 continue to be met; however, the MID RVSM Airspace failed to meet Safety Objective No. 2. The value computed for the overall risk is estimated 1.724×10^{-7}, which is above the ICAO overall TLS of 5×10^{-9}, It was highlighted that the deterioration of the TLS (Safety Objective No. 2) is due mainly to an isolated incident for an aircraft operated within the MID RVSM Airspace between Sana'a and Mogadishu FIRs.

4.2.3 The meeting noted that the MIDRMA opened a safety protocol between Sana'a and Mogadishu ACCs, in coordination with the AFI RMA (ARMA) and the relevant ICAO Regional Offices. Additionally, the meeting noted the mitigation and corrective measures, included in the SMR2022, taken to avoid similar cases of non-RVSM approved Aircraft intruding the MID RVSM Airspace.

4.2.4 Based on all the above, the meeting agreed to the following Conclusions:

MIDANPIRG CONCLUSION 20/1: MID RVSM SMR 2022

That, the MID RVSM Safety Monitoring Report (SMR) 2022 ***at Appendix 5.2A****, is endorsed.*

4.2.5 The meeting recalled the discussion during the MIDANPIRG/19 related to the concern regarding the increased number of LHD reports submitted by Sana'a ACC; The meeting noted that the first coordination meeting was organized by the ICAO ESAF and MID Officers in Cairo, attended by ARMA and MIDRMA, and all the States near the Horn of Africa, to discuss the increased number of LHD reports filed by Sana'a ACC against its neighbouring FIRs. The LHD awareness campaign had been launched including granting access to the AFI State to enable them to monitor and submit LHD reports.

4.2.6 The meeting was apprised of the progress achieved related to the safety protocol between Muscat-Mumbai ACCs and the actions taken by States.

4.2.7 Based on teh above the meeting urged States concerned in coordination with the MIDRMA to take urgent actions to resolve the open safety protocols.

4.2.8 The meeting noted with concern the increased number of RVSM-Approved Aircraft operations without meeting the minimum RVSM monitoring requirements.

4.2.9 The meeting noted with concern the impact on the safety of international air transport due

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to unknown height-keeping monitoring results of the Iranian and Syrian registered aircraft due to the limitation imposed on the use of EGMU. The meeting noted that despite all the efforts with U.S authorities, the OFAC license was not renewed to monitor the Iranian-registered aircraft and a new OFAC license had not been issued yet to allow the monitoring of the Syrian-registered aircraft. .

4.2.10 The meeting noted the completion of monitoring of all Iranian registered aircraft (before expiration of the OFAC license) and the improvement of the number of monitoring Egyptian, Libyan and Sudanese registered aircraft.

4.2.11 Additionally, the meeting agreed to the following Conclusions:

MIDANPIRG CONCLUSION 20/2: MID RVSM SMR 2023

That,

in order to support the MIDRMA in the timely development of the MID RVSM Safety Monitoring Report (SMR 2023):

a) States are required to provide the MIDRMA with:

- the FPL/traffic data for the period 1 – 30 June 2023 before 1 August 2023, and

- LHD data for the period 1 January to 31 December 2023.

b) only the appropriate "Traffic Data Sample" form, available on the MIDRMA website (www.midrma.com), should be used for the provision of FPL/traffic data to the MIDRMA; and

c) the final version of the MID RVSM SMR 2023 be ready for presentation to and endorsement by the MIDANPIRG/21 meeting.

MIDANPIRG CONCLUSION 20/3: LACK OF HEIGHT MONITORING OF SYRIAN RVSM APPROVED AIRCRAFT

That,

a) ICAO MID Office to contact the Syrian Civil Aviation Authority and address the issue of lack of height Monitoring of their RVSM approved aircraft; and

b) MIDRMA to circulate the status of the Syrian RVSM approved aircraft to all member States to advise all ATCUs regarding the status of the Syrian RVSM approved aircraft within their RVSM Airspace.

4.2.12 The meeting highlighted the need for the MIDRMA to continue their efforts related to the awareness and training activities on RVSM safety monitoring with regional events (seminars, webinars, etc.) and individual activities targeting specific States/Focal Points. Accordingly, the meeting requested the MIDRMA to update its 2023 work programme to elevate awareness and promote compliance culture within

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the Region and individual member States.

4.2.13 Accordingly, the meeting agreed to the following Conclusions:

MIDANPIRG CONCLUSION 20/4: AWARENESS AND TRAINING ON RVSM SAFETY ASSESSMENT

That, with a view to raise the awareness related to the requirements for sustained RVSM safety monitoring activities and improve the knowledge of the States' regulators, MIDRMA Focal Points, ATC and Air Operators personnel:

a) the MIDRMA include in its work programme regular missions to the Member States, during which briefings on the MIDRMA activities and RVSM safety monitoring requirements be provided to concerned personnel;

b) for improved effectiveness, the MIDRMA visit to a State be conducted, to the extent possible, back-to-back with the GMU height monitoring mission(s) related to the air operator(s) based in this State; and

c) MIDRMA to issue on regular basis flyers and newsletters addressing trending and emerging challenges related to RVSM safety monitoring.

MIDANPIRG CONCLUSION 20/5: MID RVSM SAFETY ASSESSMENT SEMINAR

That, with a view to raise awareness related to the requirements for sustained RVSM safety monitoring and improve the knowledge of all involved parties, in particular with respect to the Vertical Collision Risk Methodology and Altimetry System Errors, the MIDRMA, in coordination with ICAO, organize a MID RVSM Safety Assessment Seminar, in 2023.

4.2.14 The meeting urged Libya to join the MIDRMA by signing the MIDRMA Agreement. .

MIDRMA sustainability

4.2.15 The subject was addressed in WP/25, presented by the secretariat. The meeting recalled the history of the establishment of the MIDRMA project hosted by Bahrain since 2008.

4.2.16 The meeting noted that the MIDRMA Board/18 Meeting discussed the subject related to the urgency to develop a succession plan for the MIDRMA addressing the staffing needs transfer of knowledge and training, business continuity; to ensure the continued success of the MIDRMA project. Accordingly, the meeting agreed to the following MIDRMA Board Decision to be endorsed:

MIDANPIRG DECISION 20/6: MIDRMA SUSTAINABILITY ACTION GROUP

That:

a) the MIDRMA Sustainability Action Group is established to develop a Strategic Plan for the MIDRMA to ensure business continuity and sustainability; and

b) the Action Group is composed of members designated by:
i. Bahrain;
ii. Jordan;

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iii. Oman;
iv. UAE (Rapporteur);
v. MIDRMA; and
vi. ICAO MID

4.2.17 The meeting noted that the first MIDRMA Sustainability Action Group was conducted (Virtual, 14 March 2023). The objective of the Action Group is to develop a Strategic Plan for the MIDRMA to ensure business continuity and Sustainability.

4.2.18 The Action Group meeting considered the success of the MIDRMA for the last 18 years as success story, and appreciated the tremendous support provided by Bahrain. It was also emphasized that the MIDRMA success is recognized even amongst the RMAs of other ICAO Regions.

4.2.19 After reviewing the history, current capabilities and resources of the MIDRMA the Action Group agreed on the following Layout/Table of Content of the MIDRMA Strategic Plan:

MIDRMA Business continuity and sustainability, Strategic plan (2024 - 2030)		
1	**Duties and responsibilities**	
	1.1	Global RMAs duties and responsibilities
	1.2	MIDRMA duties and responsibilities
	1.3	Host State responsibilities (MoA)
	1.4	MIDRMA Board responsibilities (ToR)
3	**Financial**	
	3.1	Funding mechanism
	3.2	Incomes and expenses
	3.3	Wages
2	**MIDRMA Human Resources**	
	2.1	Assessment of staffing needs
	2.2	Manpower/Succession Plan (retirement, recruitment, retention and training)
4	**Technical**	
	4.1	MIDRMA Tools
	4.2	MIDRMA Operating manual
	4.3	Use of advanced technologies for heigh monitoring
	4.4	Guidance material for continued RVSM safety monitoring of the MID Region

4.2.20 The meeting noted with appreciation the progress of the Action Group, and invited the action group to present the outcomes to the MIDRMA Board meeting planned in the period 11 – 12 October 2023.

4.2.21 The meeting commended the work of the MIDRMA team and the Board chairman Mr. Ahmad Zainal for his service during the last 18 years.

4.2.22 and urged the concerned States to address and resolve the issue; in coordination with the relevant Regional Offices and RMAs.

4.2.23 The meeting may wish to recall the C-DEC225/10 related to the establishment of Doha FIR/SSR. And its implementation plan to transit the services provisions to Doha ACC (MIDANPIRG/20 PPT/43 refers).

GNSS Interference

4.2.24 The subject was addressed in PPT/26 presented by the Secretariat. The meeting noted GNSS interference trend and distribution of GNSS signal loss by FIR.

4.2.25 The meeting noted that the majority of incidents reported occurred in Turkey, Iraq and Egypt. The meeting agreed on the need to follow-up with these States on implementation of mitigation measures.

4.2.26 The meeting recalled that MIDANPIRG/19 tasked AIM SG to develop a standard NOTAM text to be used for GNSS Interference. The developed NOTAM template will be attached to the RSA-14.

4.2.27 The meeting noted that some of the MID States did not issue NOTAM in case of GNSS interference reported. The meeting encouraged States to issue NOTAM to provide timely warning to the aircrew on possible GNSS jamming.

4.2.28 The meeting noted the follow-up activities taken by ICAO and IATA. Furthermore, the meeting was apprised of circular (CR/488 dated 8 July 2022) issued by the ITU Radiocommunication Bureau (BR) on Prevention of harmful interference to Radio Navigation Satellite Service Receivers in the 1559 – 1610 MHz frequency band. In this regard, the meeting urged States to ensure the implementation of mitigation measures as outlined in the RSA-14 and ITU BR.

4.3 *MID Region Aerodromes Priorities and Challenges*

4.3.1 The subject was addressed in PPT/27. The meeting was briefed about the current challenges and priorities identified in the MID Region based on the monitoring mechanism established by the ICAO MID Office. The meeting encouraged States to submit their needs for Capacity Building in order to foster the implementation support.

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REPORT ON AGENDA ITEM 5: RASG-MID WORK PROGRAMME

5.1 ***Outcome of the ASRG***

5.1.1 The subject was addressed in WP/**28** and PPT/2**9** presented by the Secretariat. The meeting was apprised of safety data and safety information analysis and the safety priorities for MID Region.

5.1.2 Based on the analysis of the reactive and proactive safety information for the period 201**7**-202**1**, the safety priorities defined for the MID Region are:

Regional Operational Safety Risks

1. Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing
2. Loss of Control Inflight - (LOC-I)
3. Mid Air Collision- (MAC)
4. Controlled Flight Into Terrain- (CFIT)
5. Runway Incursion- (RI)

Organizational issues

States' Safety Oversight Capabilities

5.1.3 USOAP-CMA audits had identified that State's inability to effectively oversee aviation operations remains a global concern. In respect of MID Region, the regional average overall Effective Implementation (EI) (13 out of 15 States have been audited) is 74.67 %, which is above the world average 68.68 % (as of 24th May 2021). Three (3) States are currently below EI 60%.

5.1.4 All eight areas have an EI above 60%. However, the areas of AIG and ANS still need more improvement. Regarding the Critical Elements (CEs), CE4 (Qualified technical personnel) improved and is above 60% (62.39%) EI, whereas CE8 (resolution of safety issues) is the only one below EI 60% (58. 89%) EI.

Safety Management

5.1.5 States should build upon fundamental safety oversight systems to implement SSPs according to Annex 19; States shall require that applicable service providers under their authority implement an SMS. The average EI for SSP foundation PQs for States in the MID Region is 76.1**8%.**

5.1.6 Implementation of SSP is one of the main challenges faced by the State in the MID Region. The RASG-MID addresses the improvement of SSP implementation in the MID Region as one of the top Safety Enhancement Initiatives (SEIs). In connection with this, the RSC/7 endorsed the MID Region Safety Management Implementation Roadmap and the establishment of the Safety Management Implementation Team (SMIT) to support MID States in the implementation of the SSP. The SMIT handbook endorsed by the RASG-MID/9 to guide the work of the SMIT team to support States in an effective way.

Human Factors and Competence of Personnel

5.1.7 As new technologies emerge on the market and the complexity of the system continues increasing, it is of key importance to have the right competencies and adapt training methods to cope with new challenges. The CRM has been identified as most important human factors issue in the domain of commercial air transport and safety actions would be identified and developed.

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Cybersecurity

5.1.8 The global civil aviation ecosystem is accelerating towards more digitalization. This implies that any exchange of information within any digital workflow of the aviation community needs to be resilient to information security threats which have consequences on the safety of flight or the availability of airspace and beyond. Aware of the complexity of the aviation system and of the need to manage the cybersecurity risk the MID Region needs to consider and address information security risks in a comprehensive and standardized manner across all aviation domains. In addition, it is essential that the aviation industry and civil aviation authorities share knowledge and learn from experience to ensure systems are secure from individuals/organizations with malicious intent.

Emerging Safety Risks

5.1.9 Emerging safety issues are risks that might impact Safety in the future, these may include a possible new technology, a potential public policy, a new concept, business model or idea that, while perhaps an outlier today, could mature and develop into a critical mainstream issue in the future or become a major trend in its own right.

- GNSS interference
- COVID-19 Pandemic outbreak
- Ensure the Safe Operations of UAS
- Impact of Security on Safety
- 5G interference with Radio Altimeter

5.1.10 The meeting reviewed and endorsed the 11th MID-ASR and agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 10/1: 11TH ASR

That, the Eleventh MID Annual Safety Report is endorsed and be posted on the ICAO MID Website.

5.1.11 The MID Annual safety reports (ASRs) are available at:

5.1.12 The meeting noted the main challenges facing the ASRG for the development of the ASRs, in particular.

- limited sharing of safety information and safety data analysis by the States; and
- low participation in the meetings from the States and organizations.

5.1.13 The meeting recognized the importance of the collection and analysis of safety data and safety information so that to identify proactively the safety risks and address them in timely manner. The meeting agreed that the ASRG to explore ways of establishing MID region safety intelligence platform.

5.1.13 In connection with the above, the meeting reiterated the importance of sharing of safety data analysis for improved ASRs development and urged States to provide the ICAO MID Office by end of April 202**3** the safety data analysis and their associated safety recommendations for the period (201**8** – 202**2**). Accordingly, the meeting agreed to the following RASG-MID Conclusion:

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RASG-MID CONCLUSION 10/2: SHARING OF SAFETY DATA ANALYSIS

That, in order to present an improved version of the 12th MID-ASR to the MID-ASRG/5 meeting, States be urged to provide the ICAO MID Office by 30 April 2023 with the number of accidents, serious incidents and incidents, safety data analysis/information, and their associated safety recommendations in Appendix xx for the past 5 years (2018 – 2022) and using the template in Appendix xx.

Potential Collaboration on Continued Operations Safety (COS)

5.1.14 The subject was addressed in PPT/30, IP/15, AND IP/16 presented by the FAA. The meeting was apprised and thanked the FAA for sharing the potential collaboration on Continued Operational Safety (COS).

5.1.15 The meeting noted the identified potential benefits that the States of Design (SoD) and States of Registry (SoR) can garner by sharing COS information including: allowing for the development of relationships and establishing authority to authority contacts, providing infrastructure for rapid response to major disruptions, reducing the need for unilateral actions and allowing the SoD to assess the available data and take necessary actions promptly.

5.1.16 The meeting also noted the background on how the FAA established such collaborative forums in other regions, described how these forums operate and discussed potential topics for consideration.

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REPORT ON AGENDA ITEM 5: RASG-MID WORK PROGRAMME

5.2 *Outcomes of the SEIG*

UPDATE ON THE IMPLEMENTATION PROGRESS OF THE SAFETY ENHANCEMENT INITIATIVES (SEIS)

5.2.1 The subject was addressed in WP/31 and PPT/32 presented by the Secretariat. The Middle East Regional Aviation Safety Plan (MID-RASP) 2020-2022 Edition considers and supports the objectives and priorities of GASP 2020-2022 Edition. MID-RASP also emphasizes the importance of identifying and mitigating risks at MID region level.

5.2.2 The Eighth meeting of the Regional Aviation Safety Group– Middle East (RASG-MID/8) was held in Cairo, Egypt, Virtual Meetings, 15-22 February 2021; reviewed and endorsed the MID-RASP 2020-2022 Edition including the SEIs list and their respective actions through RASG-MID Conclusion 8/3.

5.2.3 The meeting was apprised with appreciation on the updated SEIs and their respective safety actions at **Appendix xx** and noted that 34 Safety actions out of 53 have been implemented and completed.

SEIS GUIDANCE MATERIAL DEVELOPMENT

5.2.4 The meeting was apprised with appreciation on the guidance material developed by IATA on measures to improve the effectiveness of Enhanced Ground Proximity Warning System (EGPWS)/Terrain Awareness and Warning System (TAWS) to mitigate the risks related to CFIT.

5.2.5 The meeting noted that the industry is aware that the mandate of EGPWS/TAWS and the immediate response to EGPWS/TAWS warnings has been proven to be a great barrier to prevent CFIT accidents when used as intended.

5.2.6 The meeting also noted that experience has also proved that State safety oversight is an essential tool in ensuring that safety recommendations and best practices are an integral part of airlines' operations. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 10/3: RSA ON EGPWS/TAWS

*That, the guidance material (RSA-16) on measures to improve the effectiveness of Enhanced Ground Proximity Warning System (EGPWS)/Terrain Awareness and Warning System (TAWS) at **Appendix xx** is endorsed.*

5.2.7 The meeting noted with appreciation the guidance material developed by the States of Bahrain and Oman to support States' inspectors to conduct oversight to ensure safe transport of Dangerous goods by air.

5.2.8 The guidance material intends to address the regulatory, technical and operational aspects of safe transport of Dangerous Goods by air and was developed with the purpose of providing guidelines for competent authorities involved to ensure the implementation of safety controls for movement of DG by air. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 10/4: RSA DG INSPECTORS OVERISGHT

*That, the guidance material (RSA-18) to support States inspectors to conduct oversight to ensure safe transport of dangerous goods by air at **Appendix xx** is endorsed.*

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5.2.9 The meeting noted with appreciation the guidance material developed by the State of UAE to support States' on developing occurrence reporting system for the CAA and on establishing an effective operation of the mandatory and voluntary reporting systems.

5.2.10 The meeting also noted that occurrence reports are a core data source used to inform the CAAs decision and policy making, it also assists in setting State's Strategic Safety Objectives and safety intelligence. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID Conclusion 10/5: RSA Occurrence Reporting

That, the guidance material (RSA-17) to support States' on developing an occurrence reporting system for the CAA and on establishing an effective operation of the mandatory and voluntary reporting systems at ***Appendix XX*** *is endorsed.*

5.2.11 The meeting was apprised with appreciation on the guidance material developed by the State of UAE to support States' on developing and conducting an SMS Assessment on its Service providers.

5.2.12 The meeting noted that as part of the State Safety Assurance; and as the SSP sets out the requirements for the State and service providers' safety assurance processes; the oversight and surveillance activities on service providers and the internal review of its regulatory and administrative processes. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 10/6: RSA ON SMS ASSESSMENT

That, the guidance material (RSA-19) to support States' on developing and conducting an SMS Assessment on their Service providers at ***Appendix xx*** *is endorse.*

MID Region Safety Priorities and Targets

5.2.13 Covered under Agenda item 4.1 *"Safety Subjects of Interest to MIDANPIRG"*

GASP & NASP Update

5.2.14 The meeting was informed about the latest amendments to the 2023-2025 edition of the GASP including the revision of targets taking into account several factors such as the impact of the COVID-19 pandemic on aviation safety-related activities.

5.2.15 The meeting also informed that the Guidance related to the development and implementation of a national aviation safety plan (NASP) is updated, and published to coincide with the 2023-2025 edition of the GASP.

5.2.16 The meeting was informed that a dedicated NASP Implementation Package (iPACK) was also launched in 2022 to assist States with the development of their plans.

MID RASP 2023-2025 Edition

5.2.17 The Middle East Regional Aviation Safety Plan (MID-RASP) 2023-2025 Edition presents the strategic direction for the management of aviation safety in the MID Region, to strengthen Member States Safety Oversight System, and risk-based approach to managing safety and support effective implementation of States' Safety Programmes (SSP) and Safety Management System (SMS) including the development of NASPs.

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5.2.18 The MID-RASP 2023-2025 Edition identifies MID Region Safety Performance Monitoring (SPM) with specific safety targets in line with GASP and the RASG-MID would continuously monitor the implementation of the Safety Enhancement Initiatives (SEIs) and measure safety performance of regional civil aviation, to ensure the intended targets are achieved using the MID Region SPM.

5.2.19 The MID-RASP provides strategy for improving safety within a specified timeframe, through defined SEIs in a coordinated, cooperative and collaborative approach among States, international organizations, and industry to achieve Safety Targets.

5.2.20 The MID-RASP strategic approach would focus on organizational challenges/issues, regional operational safety risks, and emerging risks as indicated below:

a) Organizational challenges/issues including the States 'safety oversight, safety management, aircraft accident and incident investigation, human factors and competence of personnel, and Cybersecurity.
b) Regional operational safety risks, the focus would be on Regional high risks categories (R-HRC) identified in the GASP 2023-2025 Edition mainly the LOCI-I, CFIT, RE, RI, and MAC; and
c) Emerging risks, the focus would be on COVID-19 pandemic outbreak, Civil drones (Unmanned Aircraft Systems), GNSS interference, impact of security on safety, and 5G interference with Radio altimeter.

5.2.21 The meeting commended the ICAO MID Office efforts for developing the MID-RASP 2023-2025 Edition including the SEIs & safety action and the MID Region safety performance monitoring; which would mainly support States to effectively implement their SSP in a timely manner, and to strengthen the implementation of SMS in their aviation industry including the National Aviation Safety plan (NASP); State's safety oversight system; and a risk-based approach to managing safety as well as a coordinated approach to collaboration between States, international organizations, and industry.

5.2.22 Thus, to address regional operational risks, organizational issues, and emerging risks; 24 Safety Enhancement Initiatives (SEIs) and 59 safety actions have been identified, developed and proposed. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 10/7: MID-RASP 2023-2025 EDITION

That,

*a) the MID-RASP 2023-2025 Edition including the Safety Enhancement Initiatives (SEIs) and the MID region Safety performance Monitoring at **Appendix xx** is endorsed; and*

b) urge States, international organization, and industry to support the MID-RASP 2023-2025 Edition activities including SEIs and their respective safety actions.

5.2.23 The meeting recognized the importance to develop harmonized mechanism to manage the civil aviation exemption by various CAAs in the MID region and the need to establish an Action Group led by the State of Qatar to develop guidance material. Accordingly, the meeting agreed to the following RASG-MID Decision:

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RASG-MID DECISION 10/8: ESTABLISHMENT OF THE ACTION GROUP

That, the Action Group composed of the following States & international organizations and their nominated experts, is established to develop the guidance material to assist MID Region States in the issuance of exemptions related to temporary deviations from standards impacting Articles 38 and 40 of the Chicago Convention.

- *Iran: Mr. Mahmoodreza Rohani*
- *Qatar: Dr. Ramy Saad*
- *Sudan: Mr. Bahaeldin AbdAlrahim Yassin*
- *UAE: Mr. Ahmed Salim Abdalla AlSaabri*
- *IATA: Mr. Jehad Faqir.*
- *ACAO: Mr. Hicham Benani*

5.2.24 The meeting recognized the importance to develop guidance material to support States for the conduct of remote surveillance and the need to establish an Action Group led by the State of Qatar to develop guidance material. Accordingly, the meeting agreed to the following RASG-MID Decision:

RASG-MID DECISION 10/9: ESTABLISHMENT OF THE ACTION GROUP

That, the Action Group composed of the following States and their nominated experts, is established to develop the guidance material to support States for the conduct of remote surveillance.

- *Iran: Mr. Jaber Goodarzi*
- *Jordan: Eng. Rawan Al-Naimat*
- *Qatar: Dr. Ramy Saad*
- *Saudi Arabia: TBD*
- *Sudan: Mr. Bahaeldin AbdAlrahim Yassin*
- *UAE: Mr. Eisa Saeed Al Mesmari*
- *ACAO: Mr. Hicham Benani*

5.2.25 The meeting also agreed to include both proposed guidance material in the draft MID-RASP 2023-2025 Edition as safety actions and be covered under G2-SEI-01.

MID States Progress on NASPs Development

5.2.26 In line with the Safety Strategic Objective of the International Civil Aviation Organization (ICAO), the 2023-2025 edition of the Global Aviation Safety Plan (GASP, Doc 10004) presents the global strategy for the continuous improvement of aviation safety. It also provides a framework in which regional and national aviation safety plans (RASPs and NASPs) are developed and implemented.

5.2.27 The States NASP should be developed in alignment with the GASP and the MID-RASP. However, priority should be given to national safety issues. Moreover, the NASP should be also aligned and coordinated with the MID-RASP (as appropriate).

5.2.28 The meeting noted that States of Iraq, Kuwait, Lebanon, Oman, Saudi Arabia, Sudan, and UAE completed and shared their NASPs with ICAO MID office.

5.2.29 The meeting recognized the challenges facing the States in the development of their NASPs. In this respect, the meeting noted that the ICAO MID Office is planning to conduct Assistance Missions dedicated to NASP in order to support States with NASP development.

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5.2.30 The meeting may wish to the challenges faced by States in developing their NASPs.

- Coordination and communication with stakeholders
- Senior management commitment
- New technologies (UAS and eVTOL)
- Lack of safety data and safety information
- Lack of NASP workshops/trainings
- Lack of resources including financial

Accordingly, the meeting agreed to the following RASG-MID Conclusion:

DRAFT RASG-MID CONCLUSION 10/10: DEVELOPMENT OF NATIONAL AVIATION SAFETY PLAN (NASP) IN MID STATES

That, States

a) urged to develop and implement the NASP in line with the GASP and MID-RASP, if not yet done so;
b) encouraged to continue to use existing ICAO guidance material and tools to implement their NASPs;
c) encouraged to share the latest version of their NASPs with ICAO HQ and ICAO Regional MID office for posting on the GASP public website;
d) encouraged to request assistance from the ICAO MID Regional Office related to the development of their NASPs including the conduct of assistance missions and/or customized NASP Workshop for each State; and
e) encouraged to share their experiences related to the development of their NASPs during the SEIG meetings and/or Regional NASP Workshop to be organized by the ICAO MID Regional Office in 2024.

State Safety Programme (SSP)

5.2.31 The meeting recalled the Regional Roadmap for Safety Management Implementation and the Safety Management Implementation Team (SMIT) Handbook endorsed by through RSC Conclusion 7/10 and Conclusion RASG-MID 9/4 respectively. States should build upon fundamental safety oversight systems to implement effective SSPs. As per Annex 19, States shall require that applicable service providers under their authority implement an SMS. The SMS enables service providers to capture and transmit safety information, which contributes to safety risk management. An SSP requires the implementation of a risk-based approach to measure and monitor the safety performance of the State's civil aviation system and the progress towards achieving the State's safety objectives. In this context, the role of the State evolves to include the establishment and achievement of safety performance targets, as well as effective oversight of its service providers' SMS.

5.2.32 The meeting recognized the challenges facing the Sates on the development of SSP. In this respect, the meeting was apprised about MID Regional Office to conduct Assistance Missions dedicated to SSP in order to support States with SSP development. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 10/11: DEVELOPMENT OF SSP IN MID STATES

That, States be:

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a) encouraged to effectively implement their State Safety Programme in a timely manner, and to strengthen the implementation of safety management systems in their aviation industry;
b) encouraged to request assistance from the ICAO MID Regional Office related to the development and implementation of their SSPs including the conduct of assistance missions and/or customized SSP implementation Workshop for each State;
c) encouraged to support the SMIT activities;
d) share their experiences on the development of their SSPs during the SEIG meetings;
e) encouraged to share their latest version of SSP manuals with ICAO MID Office; and
*f) States are urged to provide the ICAO MID Office by **15 Jan 2023** with the SSP information using the template **in Appendix xx** to support MID office in identifying and prioritising the needs of States on SSP development and implementation.*

IATA PPTs (GNSS Interference and Risk Based IOSA

5.2.33 The meeting was informed about the IATA presentations on the GNSS interference analysis, 2022 Mid-year accident update and the risk based IOSA.

A*cceptable Level of Safety Performance (ALoSP) process*

5.2.34 The subject was addressed in WP/89 presented by UAE.

5.2.35 The meeting was apprised and thanked UAE for sharing the Acceptable Level of Safety Performance (ALoSP) process for Air Navigation Service providers and Aerodrome operators, which aims to highlight the importance of monthly reporting using the Safety Performance Management Tool in achieving acceptable levels of safety and its application within the framework of the UAE State Safety Program.

5.2.36 The meeting noted with appreciation that the UAE kindly offered to provide virtual training and support required to establish or enhance a State Safety Performance Management Tool.

J*udicial enforcement for aviation inspectors*

5.2.37 The subject was addressed in WP/90 presented by Qatar.

5.2.38 The meeting was apprised and thanked Qatar for proposing the development of guidance material on the enhancement of understanding the concept of judicial enforcement for aviation inspectors.

5.2.39 The meeting supported the proposal to be covered in MID-RASP 2023-2025 Edition under the Goal 2: Safety Enhancement initiative G2-SEI-01. Accordingly, the meeting agreed that Qatar to take the lead in developing the guidance material with the support of UAE.

Saudi Arabia's Experience

5.2.40 The subject was addressed in IP/28 and IP/29 submitted by Saudi Arabia.

5.2.41 The meeting noted the Saudi Arabia experience related to the Safety and Quality management and the development of Kingdom of Saudi Arabia State Safety Programme (SSP).

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REPORT ON AGENDA ITEM 5: RASG-MID WORK PROGRAMME

5.3 *AGA OPS*

5.3.1 The subject was addressed in PPT/33, WP/87 and WP/88 respectively presented by the secretariat, Oman and UAE.

5.3.2 The meeting noted with appreciation the Aerodromes Dashboards indicating the MID States' performances pertaining to the implementation of Aerodrome Certification, Runway Safey Teams and the Global Reporting Format implementation/deployment.

5.3.3 The meeting noted the Implementation Support Activities provided by the ICAO MID Office Aerodromes Design and Operations that were planned in line with the MID Regional Aviation Safety Plan (MID-RASP) Safety Enhancement Initiatives (SEIs).

5.3.4 The meeting noted the guidelines proposed by Oman and agreed that these guidelines will serve as a tool to support, reinforce safety oversight capabilities and flourish the external interfaces and interaction collaboration between states in the MID Region with the implementation of the SSP component within the state.

5.3.5 The meeting agreed that this initiative will be considered as safety action in the MID-RASP 2023-2025 Edition and the Aerodromes Safety Planning and Implementation Group (ASPIG) will be coordinating the development of the related guidelines.

5.3.6 The meeting noted the UAE's progress in the development and publication of their national regulation on Vertiports and which covers the certification, design, and operational requirements for Vertiports.

5.3.7 The meeting invited UAE to convey their regulation to the concerned ICAO Panel, dealing with development of the international provisions about the Vertiports, for their consideration.

5.3.8 The meeting noted with appreciation the willingness of UAE General Civil Aviation Authority to offer their support in providing guidance and training to member States on vertiports certification.

Oman experience on authorisation of landing area

4.8.1 The subject was addressed in IP/20 submitted by Oman.

4.8.2 The meeting noted the Sultanate of Oman experience on the procedure used for the *authorisation of landing area.*

Saudi Arabia experience on GHSPs Oversight

4.8.3 The subject was addressed in IP/27 submitted by Saudi Arabia.

4.8.4 The meeting noted the Saudi Arabia process on the GHSPs Oversight which emphasizes the crucial and indispensable role of Aerodrome Operators in the day-to-day safety and operational oversight of their GHSPs.

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REPORT ON AGENDA ITEM 5: RASG-MID WORK PROGRAMME

5.4 ***Outcomes of the AIIG***

The subject was addressed in WP/34 presented by the Secretariat.

MENA ARCM/1 Meeting

Development of MENA ARCM Platform

5.4.1 The meeting mainly recalled that:

- The ACAC/EC/42 Meeting (Rabat, Morocco, 17-18 Dec 2012) has approved, by decision 6-EC/42 the common ICAO-MID and ACAC strategy on the implementation of a RAIO in the MENA region which has been developed as result of the ACAC/ICAO Workshop (Rabat, Morocco, 12-13 Dec 2012) on the Air Safety regional programmes.
- The DGCA-MID/4 meeting (Muscat, Oman, 17-19 October 2017) endorsed the Strategy for the Enhancement of Cooperation in the Provision of AIG Services in the MENA Region.
- The DGCA-MID/5 meeting (Kuwait, 4- 6 November 2019) endorsed the AIG Regional Cooperation Mechanism (ARCM).
- The 5th virtual DGCA-MID meeting reviewed and endorsed the MENA ARCM MoU (in both languages Arabic and English) from the AIIG/1 virtual meeting (7-9 September 2021).
- The progress related to the establishment of the MENA ARCM and noted with appreciation that so far, Tenth (10) States signed the MENA ARCM MoU at namely Iraq, Iran, Kuwait, Morocco, Palestine, Oman, Saudi Arabia, Sudan, UAE, and Yemen.

5.4.2 The meeting was informed about the importance of the development of the MENA ARCM database platform to define the available resources and capabilities among the Member States.

Questionnaire on Establishing a Platform for Sharing Safety Recommendations Issued by the MENA States

5.4.3 The meeting recalled that the RASG-MID/9 endorsed the establishment of a repository for MENA ARCM Member States to allow sharing the analysis of their safety recommendations through RASG-MID conclusion 9/7.

5.4.4 The meeting informed that the ICAO MID office would circulate a State Letter on the questionnaire to the MENA ARCM Member States.

JOINING RAIO-CP

5.4.5 The meeting was also informed that the MENA ARCM joined the RAIO-CP.

MENA ARCM Ceremony

5.4.6 The MENA AIG Regional Cooperation Mechanism (MENA ARCM) is a mechanism, which will foster cooperation among MENA member States for the provision of AIG functions. The ceremony was an opportunity for other states to sign the MoU and join the MENA ARCM.

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5.4.7 The meeting was informed that the MENA ARCM MoU has been signed by Fourteen (14) States namely Djibouti, Iraq, Iran, Jordan, Kuwait, Libya, Mauritania, Morocco, Palestine, Oman, Saudi Arabia, Sudan, United Arab Emirates, and Yemen.

5.4.8 The meeting was also informed that the kick-off of the MENA ARCM operations has been officially announced during the Future Aviation Forum held in Riyadh, Saudi Arabia (9-11 May 2022).

MENA ARCM/2 Meeting

5.4.9 The meeting was informed that the Eng. Albara'a, Director of Engineering Lab, Accident Investigation Bureau, and Kingdom of Saudi Arabia was unanimously elected as the Coordinator for the MENA ARCM.

Development of the MENA ARCM database Platform

5.4.10 The meeting was informed about the work achieved by the MENA ARCM Database Team presented by the MENA ARCM coordinator. Accordingly, the meeting:

- noted that Questionnaire on the database was circulated to the MENA ARCM member States. It is also noted that 7 States (Jordan, Libya, Palestine, Oman, Saudi Arabia, Sudan and UAE) only replied to the Questionnaire and provided the data.
- urged the remaining States to provide their replies to the coordinator as soon as possible within 15 days.
- noted with appreciation the action plan (working program) for the next 6 months, presented by the coordinator.
- agreed on the developed database using initially the excel sheet. In addition, the meeting agreed to explore other option for the development of the platform.

MENA ARCM database Platform Management

5.4.11 The meeting was informed about the progress made on the MENA ARCM database platform management and noted the followings:

- ICAO will host the database supported by ACAO.
- MENA ARCM Coordinator to collect the data from the MENA ARCM Member States in coordination with the assigned States Focal Points.
- The coordinator to share the received/updated data with ICAO and ACAO.
- ICAO and ACAO to circulate the received/updated Data among MENA ARCM member States.
- The frequency of reporting/updating data to be biannually and as needed.
- The coordinator to clearly define the area of cooperation / parameters.
- The coordinator to collect the unscheduled trainings and be provided to ACAO and ICAO, so that to be circulated to the MENA ARCM Member States

MENA ARCM technical Assistance Mechanism

5.4.12 The meeting was informed about the MENA ARCM technical assistance mechanism proposed by the UAE and the MENA ARCM coordinator in coordination with the States assigned focal points tasked to:

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- review and study the UAE proposal in order to come out with the draft form, processes and procedures;
- develop KPI, so that to measure the MENA ARCM's performance (assistance mechanism); and
- develop the non-disclosure agreement.

Questionnaire on Establishing a Platform for Sharing Safety Recommendations

5.4.13 The meeting was informed about the progress made on the analysis of the questionnaire.

5.4.14 The meeting also noted that the discussion on the establishment of MENA ARCM platform for sharing safety recommendations to be postponed at this stage and will be discussed during the 4th MENA ARCM meeting which will be held in Morocco.

AIIG/2 Meeting

5.4.15 The meeting was informed about the amendments 17 and 18 to Annex 13 and the Analysis & Guidance on USOAP CMA AIG Area.

5.4.16 The meeting was also informed about the AIG Workshop held back-to-back with MENA ARCM/2 meeting hosted in Jeddah, Saudi Arabia and that 18th presentations have been presented by States (Morocco, Saudi Arabia, and UAE), ICAO, and industry (Airbus and Boeing).

Accident and Investigation Reporting

5.4.17 The subject was addressed in PPT/91 presented by IATA.

5.4.18 The meeting noted the status of accident data between the period 2018 to 2022 and 214 accidents in total occurred during the reported period of which 96 final investigation reports have been completed.

5.4.19 It stressed the importance of adhering to the provisions of ICAO Annex 13 where states must submit a Preliminary Report to ICAO within thirty days and final report within 12 months. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 10/12 ADHERENCE TO ICAO ANNEX 13

That, the State conducting an investigation must submit a Preliminary report to ICAO within thirty days of the date of the accident and release the final report within twelve months in accordance with ICAO Annex 13 requirement.

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REPORT ON AGENDA ITEM 5: RASG-MID WORK PROGRAMME

5.5 *RASG-MID Working Arrangements*

5.5.1 The subject was addressed in WP/35 presented by the Secretariat. The meeting recalled that based on a proposal from Saudi Arabia, the RASG-MID/9 meeting, through Decision 9/10 established the Civil Helicopter Operations Working Group composed of Seven (7) States). The meeting noted with concern that the First Meeting of the group organized by the Secretariat was held with participation of Saudi Arabia only and it was cancelled accordingly due to absence of other Member States.

5.5.2 The meeting highlighted that most of the Helicopter Operations are conducted at domestic level. Accordingly, the meeting agreed to dissolve due to low international Commercial Civil Operations and agreed to the following Decision:

RASG-MID DECISION 10/13: DISSOLUTION OF THE CIVIL HELICOPTER OPERATIONS WORKING GROUP

That,

a) the CHOPWG is dissolved; and
b) the RASG-MID Organizational Structure be updated as at ***Appendix XX****.*

5.5.3 In the same vein, the meeting recognized the importance of collecting and analyzing the Safety Data and Information related to civil Helicopter operations in the MID Region to be included in MID Region Annual Safety Report, which would enable the development of the safety enhancement initiatives to be considered in the MID RASP. Accordingly, the meeting agreed to dissolve due to low international Commercial Civil Operations in the Region and agreed to the following Conclusion:

RASG-MID *Conclusion* ***10/14: Safety Data Analysis Collection related to Civil Helicopter Operations***

That States are urged to share their Safety Data Analysis to be included in MID Region Annual Safety Report

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REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME

5.6 *Future Work Programme*

Update on GASP

5.6.1 The subject was addressed in PPT/36 presented by the Secretariat.

5.6.2 The meeting was informed on detailed amendments to the 2023-2025 edition of the GASP including the content of the plan.

5.6.3 The meeting noted the work being undertaken by the ICAO GASP Study Group (GASP-SG), which includes representation from MID States, to support the development and implementation of NASPs.

5.6.4 The meeting was informed of the latest developments related to the GASP and the evolution towards the 2026-2028 edition of the plan, including key milestones, such as the 14th Air Navigation Conference, to be held at ICAO Headquarters in Montreal, in 2024.

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Report on Agenda Item 6: MIDANPIRG Work Programme

6.1 *MID Region Air Navigation Priorities and Targets*

Outcome of the GANP/NANP Workshop

6.1.1 The subject was addressed in PPT/38 presented by the Secretariat.

6.1.2 The Meeting noted that the Assembly, through Resolution A41-6, endorsed the 2023-2025 edition of the Global Air Navigation Plan (GANP) as the global strategic directions for safety and the evolution of the air navigation system.

6.1.3 The meeting was provided with the highlights of the seventh edition of the GANP 7th edition which encompassed minor updates.

6.1.4 The meeting noted also that The ICAO MID Workshop on the Global Air Navigation Plan and National Air Navigation Plan (GANP & NANP) was successfully held in the ICAO Middle East Office, Cairo, Egypt, 5 – 8 March 2023.

6.1.5 It was highlighted that the GANP-NANP workshop reviewed and updated the MID Region Air Navigation Strategy (ICAO MID Doc 002) as at Appendix 6.1X

6.1.6 The meeting was apprised of the revised version of the MID Region Air Navigation Strategy (ICAO MID Doc 002) and agreed to the following MIDANPIRG Conclusions:

MIDANPIRG CONCLUSION 20/7: REVISED MID AIR NAVIGATION STRATEGY

That, the Revised MID Air Navigation Strategy (DOC 002) is endorsed and be published by the ICAO MID Office.

MIDANPIRG CONCLUSION 20/8: REVISED MID ANP VOL III

That, the Revised MID ANP Vol III is endorsed and be published by the ICAO MID Office.

6.1.7 The meeting urged States to expedite implementation of the performance based approach and develop their National Air Navigation Plan (NANP). Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/9: DEVELOPMENT OF NANP

That, in order to enable prioritization and optimum allocation of resources for all planned projects within States:

a) States be urged to develop NANP based on a performance-based approach and the six-step performance management process six-step performance management process described in the Manual on Global Performance of the Air Navigation System (Doc 9883) and the Revised MID Air Navigation Strategy (DOC 002); and

b) ICAO MID to conduct assistance missions/Workshops at National level on GANP/NANP in 2023-2024

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Web-based MID AN Report for 2022

6.1.8 The subject was addressed in PPT/39 presented by the Secretariat.

6.1.9 The meeting noted that the Web-based MID Air Navigation Report for 2022 has been developed to increase users' engagement, improve information accessibility and increase visibility. The link to the web-based report is https://www.icao.int/MIDANReport/Pages/default.aspx

6.1.10 Based on the analysis of the implementation status, the following have been raised:

- the overall status of implementation of ASBU priority 1 Threads/Elements is 56%.
- from a regional perspective, the progress for the implementation of SNET, ACAS, GADS and ASUR is very good. However, the progress for the implementation of FICE, RSEQ, NOPS and NAVS is far below the regional targets.
- Bahrain, Qatar, Saudi Arabia and UAE have very good implementation level.
- the lack and /or incomplete of data received affected the data analysis accuracy of the implementation status in many States.
- Revised priority 1 threads/elements to the MID Region Air Navigation Strategy decreased the overall ASBU implementation level in the MID Region.

6.1.11 The meeting reviewed the Web-based MID Air Navigation Report (2022) and agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/10: WEB- BASED MID AIR NAVIGATION REPORT (2022)

That, the Web-based MID Air Navigation Report (2022) is endorsed.

6.1.12 It was recalled that the Global Air Navigation Plan required States to report the status of their ASBU implementation and in accordance with ICAO Assembly Resolution A41-6 (ICAO global planning for safety and air navigation). In this respect, the meeting invited States to provide the ICAO MID Office, with necessary data for the development of the MID Region Air Navigation Report 2023 whilst ensuring the completeness of the reported data and their timely availability. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/11: WEB-BASED MID REGION AIR NAVIGATION REPORT (2023)

That,

a) States be invited to provide the ICAO MID Office with the following data for the development of the MID Region Air Navigation Report (2023) by 1 December 2023:

i. Status of ASBU Implementation; and

ii. States' implementation of the Performance Based approach using the agreed Template as at ***Appendix 6.1X***

b) the MID Air Navigation Report (2023) be presented to the MIDANPIRG/21 for endorsement.

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National Air Navigation Plans in the MID Region: A Framework for seamless ATM

6.1.13 The subject was addressed in PPT/38 presented by the Secretariat.

6.1.14 The meeting reiterated that the NANP should align with international efforts described in the ICAO Aviation System Block Upgrade (ASBU) and the MID region Air Navigation Plan (ANP), which is proposed to be developed under six interconnected areas: airport operations, communication, navigation and surveillance, air traffic management, aeronautical information management, meteorology, and integration of future aviation systems.

6.1.15 The meeting noted that the NANP should include a detailed description of the roadmap for increasing airspace and aerodrome capacity. Regulatory decisions and key policies on future projects and investments in air navigation should be based on the NANP.

6.1.16 The meeting agreed that developing NANPs would be challenging for some States, therefore, a qualified level of collaboration is beneficial. Therefore, the meeting agreed to a task force to facilitate regular exchange on a regional level concerning the planning, developing, and implementation of NANP.

6.1.17 Furthermore, the NANP task force will provide a platform for States' specialists to promote plan development and share best practices and lessons learned in order to expedite NANPs in a coordinated manner. The task force's primary responsibility is to track the progress of NANP implementation in the States and ensure harmonization of the process.

6.1.18 The meeting noted that the GANP includes minor changes every three (3) years and major changes every six (6) years. Therefore, reviewing and updating the MID Region Air Navigation Strategy and MID ANP, Vol III, would be required to be done regularly by experts' group.

6.1.19 Based on all the above, the meeting agreed to establish RANP/NANP Task force to ensure alignment of the MID Region Air Navigation Strategy and MID ANP Vol III with the latest edition of the GANP and assist States developing NANPs. The Task force be composed from States' experts and chairperson of all MIDANPIRG subsidiary bodies. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

MIDANPIRG DECISION 20/12: RANP/NANP TASK FORCE

That,

a) RANP/NANP Task Force be established to ensure alignment of the MID Region Air Navigation Strategy and MID ANP Vol III with the latest edition of the GANP and assist States developing NANPs;

b) the terms of reference of the RANP/NANP Task Force is at ***Appendix 6.1X****; and*

c) States support the RANP/NANP Task Force through:

i. assignment of Focal Point to contribute to the work of the Task Force; and
ii. sharing states' experience and provision of required data in timely manner

AOP Area / Table I-I

6.1.20 The subject was addressed in PPT/42. The meeting noted the necessity to maintain, as deemed necessary, the AOP Table I-I included in the MID eANP . The meeting highlighted the importance of sustaining the synergy between the stable elements and the dynamic/flexible ones included respectively in Volume I, II and III of the MID eANP.

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6.1.21 The meeting recognized the benefit of an updated AOP Table I-I in maintaining the reliability of the Aerodromes Dashboards designed to monitor the implementation levels of both Air Navigation and Safety requirements.

6.1.22 The meeting encouraged Sates wishing to effect a change to communicate to the facts that lead the State to the conclusion that the amendment is necessary. The meeting noted that the ICAO MID office will make the necessary coordination with all stakeholders and end users in order to process the Proposal of Amendment as per the endorsed procedure.

MID Air Navigation Plan, Vol I

6.1.23 The subject was addressed in WP/44 presented by the Secretariat. The meeting noted that the MID ANP Vol I was published without completing the Table ATM I-1Flight Information Regions (FIRs)/ Upper Information Regions (UIRs) boundary coordinates (and Table SAR I-1 on Search and Rescue Regions (SRRs).

6.1.24 The meeting reiterated the MSG/5 Conclusion 5/5, on Publication of FIR Boundary Points, and urged States to implement its provisions in coordination with their adjacent States, as appropriate. The Guidelines for the publication of FIR boundary description and, the inconsistencies related to the FIRs and SRRs in the MID Region are in Appendices 6.3A and 6.3B, respectively.

6.1.25 In addition, the meeting reiterated that a review of the FIRs descriptions should be conducted by States and stressed the importance to be supported by a process for checking alignment, and validation of data accuracy.

6.1.26 Moreover, the meeting agreed that a step-by-step approach should be used in populating the Tables ATM I-1 and SAR I-1. In this regard, the meeting noted that the descriptions of Baghdad, Beirut and Damascus FIRs do not raise any concern since no inconsistency with their adjacent States was identified.

6.1.27 Furthermore, the meeting, recalling the ICAO Council C-DEC 225/10, agreed that the Doha FIR / SRR to be incorporated in the Tables ATM I-1 and SAR I-1.

6.1.28 Based on the above, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/13: PROPOSAL FOR AMENDMENT TO THE MID EANP VOLUME I, TABLES ATM I-1 MID REGION FLIGHT INFORMATION REGIONS (FIRS)/UPPER INFORMATION REGIONS (UIRS) AND SAR I-1 MID REGION SEARCH AND RESCUE REGIONS (SRRS)

That, the ICAO MID Office coordinate with the States concerned and process Proposal(s) for Amendment to the MID ANP Vol I, Tables ATM I-1 MID Region Flight Information Regions (FIRs)/ Upper Information Regions (UIRs) and SAR I-1 MID Region Search and Rescue Regions (SRRs) in accordance with standard procedure.

Web-based MID AN Report for 2022

6.1.29 The subject was addressed in PPT/39 presented by the Secretariat.

6.1.30 The meeting noted that the Web-based MID Air Navigation Report for 2022 has been developed to increase users' engagement, improve information accessibility and increase visibility. The link to the web-based report is https://www.icao.int/MIDANReport/Pages/default.aspx

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6.1.31 Based on the analysis of the implementation status, the following have been raised:

- the overall status of implementation of ASBU priority 1 Threads/Elements is 56%.
- from a regional perspective, the progress for the implementation of SNET, ACAS, GADS and ASUR is very good. However, the progress for the implementation of FICE, RSEQ, NOPS and NAVS is far below the regional targets.
- Bahrain, Qatar, Saudi Arabia and UAE have very good implementation level.
- the lack and /or incomplete of data received affected the data analysis accuracy of the implementation status in many States.
- Revised priority 1 threads/elements to the MID Region Air Navigation Strategy decreased the overall ASBU implementation level in the MID Region.

6.1.32 The meeting reviewed the Web-based MID Air Navigation Report (2022) and agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/14: WEB- BASED MID AIR NAVIGATION REPORT (2022)

That, the Web-based MID Air Navigation Report (2022) is endorsed.

6.1.33 It was recalled that the Global Air Navigation Plan required States to report the status of their ASBU implementation and in accordance with ICAO Assembly Resolution A41-6 (ICAO global planning for safety and air navigation). In this respect, the meeting invited States to provide the ICAO MID Office, with necessary data for the development of the MID Region Air Navigation Report 2023 whilst ensuring the completeness of the reported data and their timely availability. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/15: WEB-BASED MID REGION AIR NAVIGATION REPORT (2023)

That,

a) States be invited to provide the ICAO MID Office with the following data for the development of the MID Region Air Navigation Report (2023) by 1 December 2023:

iii. Status of ASBU Implementation; and
iv. States' implementation of the Performance Based approach using the agreed Template as at ***Appendix 6.1X***

b) the MID Air Navigation Report (2023) be presented to the MIDANPIRG/21 for endorsement.

6.1.34 The subject was addressed in PPT/43, presented by the Secretariat, The meeting was apprised of the progress achieved with the implementation of ICAO Council Decision, C-DEC225/10 - Establishment of Doha FIR/SRR.

6.1.35 The meeting noted the implementation phases of C-DEC 225/10, under the auspices of the MID Office, in coordination with Bahrain, Iran, Qatar, Saudi Arabia and UAE. Phase 1 was initiated by Phase 1A on 8 September 2022; and completed by Phase 1B (on 23 March 2023.

6.1.36 The meeting congratulated Qatar for the establishment of Doha FIR/SRR and commended the efforts made by the States concerned that demonstrated a high level of collaboration. The meeting encouraged all parties concerned to continue with their efforts toward the complete

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implementation of C-DEC 225/10.

6.1.37 The meeting reviewed the implementation plan for Phase 2, which includes the following activities:

- States to provide the MID Office with feedback and comments on a quarterly basis concerning the implementation of C-DEC 225/10;
- the MIDRMA to conduct Phase 2 pre-implementation RVSM Airspace Assessment.
- the consolidated feedback received as well as the RVSM Airspace Assessment results to be considered by the Multi-Lateral Group (Bahrain, Iran, Qatar, Saudi Arabia and UAE);
- the outcome of the Multi-lateral Group to be presented to the ATM Sub Group, to finalize the Roadmap and develop the technical study necessary to support the decision-making for the implementation of Phase 2 which will take place within 2 years after the implementation of Phase 1..
- The roadmap for the implementation of phase 2 will be presented to MIDANPIRG for endorsement.

6.1.38 Based on all the above, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/16: IMPLEMENTATION OF C-DEC225: ESTABLISHMENT OF DOHA FOR/SRR

That,

a) the ICAO MID Office to monitor the implementation of the C-DEC225/10 and facilitate coordination between the States concerned, as required,.
b) States to carry out bilateral and multilateral coordination to finalize the operational and technical requirements, including the necessary letters of agreement;;
c) MIDRMA to conduct a safety Monitoring assessment for the RVSM airspace within Bahrain and Doha FIRs, highlighting bottlenecks, hotspots and areas of traffic congestion;
d) Qatar to provide inputs for the development of the required proposal(s) for amendment to the MID ANP; and
e) States and other Stakeholders to provide implementation feedback and comments to the MID Office on a quarterly basis for review by the ATM SG; and
f) the ATM SG to agree on necessary measures for the conduct of the technical study necessary to support the decision-making for the implementation of Phase 2 and develop a roadmap for the implementation of phase 2 to be presented to MIDANPIRG for endorsement

MID ANP VOL II

6.1.39 The subject was addressed in WP/45 presented by the Secretariat.

6.1.40 The meeting was apprised of the consequential amendments to the MID Air avigation Plan, Vol II and the required amendments to update the relevant Tables of the MID eANP Vol II.

6.1.41 The meeting noted that the information related to Qatar facilities and services should be included in Volume II, therefore, the following tables of the MID ANP VOL II should be updated:

a. GEN II-1 - HOMOGENEOUS ATM AREAS AND/OR MAJOR TRAFFIC FLOWS IDENTIFIED IN THE MID REGION;
b. CNS II-3 - ATS DIRECT SPEECH CIRCUITS PLAN;

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c. ATM II-MID-2 – MID SSR CODE ALLOCATION LIST;
d. MET II-1 - METEOROLOGICAL WATCH OFFICES; AND
e. SAR II-1 - RESCUE COORDINATION CENTRES (RCCs) AND RESCUE SUB CENTRES (RSCs) IN THE MID REGION;

6.1.42 The meeting requested the ICAO MID Office to coordinate with Qatar regarding the required update and process a PfA to the MID ANP Vol II. Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/17: PROPOSAL FOR AMENDMENT TO THE MID EANP VOLUME II TO INCLUDE INFORMATION RELATED TO QATAR FACILITIES AND SERVICES

That, the ICAO MID Office process the Proposal for Amendment to the MID eANP Vol II, at Appendix A, in accordance with standard procedure.

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Report on Agenda Item 6: MIDANPRIG Work Programme

6.2 *AIM*

6.2.1 The subject was addressed in WP/46 presented by the Secretariat.

AIM training and Competency-Based Training and Assessment (CBTA)

6.2.2 The meeting noted that the AIM SG/9 was apprised of the first edition of ICAO Doc 9991 Manual on Aeronautical Information Services Training (Edition, 2023), which has been published on ICAO portal and noted that this manual aimed at individuals and organizations involved in the planning, design, delivery, or evaluation of aeronautical information services (AIS) training or converting established training programs to a competency-based approach. This manual describes also how the aeronautical information services providers (AISPs) can use the ICAO competency framework to establish an adapted competency model that is appropriate for regulatory, operational, technical, and organizational environments of an AIS.

6.2.3 Considering the importance of the training in AIS and to provide States and AISPs with guidance on how to identify the competencies necessary for their environment and how to design the training and assessment needed for various AIS training phases on the ICAO CBTA Model for AIS technical personnel, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/18: WEBINAR on AIM TRAINING MANUAL, FIRST EDITION, 2023

That, a Webinar on the new ICAO DOC 9991 – Training Manual and competency-based training and assessment (CBTA) methodology for AIS be organized in 2023.

NOTAM Template on GNSS interference

6.2.4 The meeting noted that GNSS/GPS Interference was published in the 10th MID Annual Safety Report (2021) as one of the emerging safety risks in the ICAO MID Region and that the RASG-MID released the guidance material on GNSS vulnerabilities to mitigate the safety and operational impact of GNSS service disruption. The guidance recommends pilots to report GNSS interference and ANSP to issue appropriate advisories and NOTAM.

6.2.5 The meeting recalled that the MIDANPIRG/19 meeting tasked AIM SG in coordination with IATA to develop a standard NOTAM template to be used for GNSS Interference and to be attached to the RSA-14.

6.2.6 The meeting noted that the AIM SG/9 meeting reviewed and updated the proposed GNSS RFI NOTAM template at **Appendix A** to facilitate operators in filtering and searching through the NOTAM on GNSS Interference, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/19: NOTAM TEMPLATE FOR GNSS INTERFERENCE

*That, the NOTAM template at **Appendix xx** be used to disseminate information on GNSS Interference*

NOTAM Template to Disseminate Information Related to Risks to Civil Aviation over or near Conflict Zones

6.2.7 The meeting recalled that the MID Region Safety Strategy is included in MID-RASP 2020-2022 Edition, which identified Safety Enhancement Initiatives (SEIs) mapped to the Strategy

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including their respective actions; and in order to address organizational challenges/issues, regional operational risks, and emerging risks, 16 SEIs and 51 actions have been included in the MID-RASP.

6.2.8 The meeting noted that Action 4 of the G2-SEI-06 related to the Impact of security on safety requested the AIM SG to develop a standard NOTAM text template to be used to share threats information emanating from conflict zones within the State's airspace.

6.2.9 The meeting noted that the AIM SG/9 meeting reviewed and updated the proposed NOTAM template to be used to disseminate Conflict Zone Information template at **Appendix xx.**

6.2.10 In line with the above and to support the regional effort for exchange and promulgation of information regarding the nature and extent of threats arising from the conflict and its consequences for civil aviation, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/20: NOTAM TEMPLATE TO DISSEMINATE INFORMATION RELATED TO RISKS TO CIVIL AVIATION OVER OR NEAR CONFLICT ZONES

*That, the NOTAM template at **Appendix xx** be used to disseminate information related to risks to civil aviation over or near conflict zones including the nature and extent of threats arising from the conflict and its consequences for civil aviation.*

CCO CDO Publication and Charting Template

6.2.11 The meeting recalled that the MIDANPIRG/19 meeting through Decision 19/11 established the CCO/CDO Ad Hoc Working Group to develop guidance related to the publication of CCO/CDO information (text and Charts) in the AIP, in coordination with the relevant MIDANPIRG and RASG MID subsidiary bodies.

6.2.12 In this respect, the meeting was apprised of the outcomes of the CCO/CDO Ad Hoc Working Group as reviewed and updated by the AIM SG/9 meeting.

6.2.13 Recognizing the need for a harmonized AIP content related to CCO/CDO to ensure that identified good practices are shared and that Flight Crew / Flight Planners know where CCO/CDO-related text may be found in an AIP, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/21: CCO/CDO PUBLICATION, CHARTING & DATABASE CODING

*That, the AIP CCO/CDO material, structure and content along with the Database coding and Charting at **Appendix xx** are recommended for the dissemination of information on CCO/CDO.*

MID AIM Forum

6.2.14 The meeting recalled that under the MID RPTF Work Stream #4 the MID AIM Forum was established to allow for collaborative engagement on aeronautical information matters pertaining to the COVID restrictions and recovery. The MID RPFT work Stream #4 has since completed its mandate and been frozen.

6.2.15 In view of the experience gained under MID RPTF and, considering that high quality Aeronautical Information is dependent on the cooperation and collaboration of data originators and data publishers to meet the data users' needs and recognizing the need for collaborative discussion and engagement on aeronautical information in MID Region, the meeting agreed to the following Decision:

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MIDANPIRG DECISION 20/22: ESTABLISHMENT OF MID AIM FORUM

That, MID AIM Forum:

a) be established to improve collaboration aiming at improving the Quality of Aeronautical Information through identifying and addressing the availability, consistency and accuracy of published aeronautical information and sharing of best practices and challenges in the MID Region; and

b) be composed of:
- *IATA, ICAO, IFAIMA and CANSO*
- *MID States (CAA and ANSP)*
- *Data users*
- *Organizations, with interests in MID aeronautical information/data and who provide subject matter experts as may be required, such as, but not limited to ACI, EUROCONTROL / Group EAD, IFALPA, IFATCA and IFATSEA.*

Digital Datasets Planning and Implementation

6.2.16 The meeting recalled that MIDANPIRG/18, through Conclusion 18/17, tasked the Digital Datasets Ad-hoc Working Group (DDI Ad-hoc WG) with the development of a detailed Regional Implementation Plan for Digital Datasets.

6.2.17 The meeting noted that the AIM SG/9 meeting reviewed the progress Report of the Digital Datasets Implementation Ad-hoc Working Group (DDI Ad-hoc WG), in particular, the proposed harmonized deployment of the Digital AIS data sets in MID Region, in terms of scope, structure and coding rules (the "what"), for the digital data set provision services (the "how") and, as much as possible, for the implementation dates (the "when") and agreed through Draft Conclusion 9/6, that the DDI Ad-hoc WG complete the Regional Implementation Plan for Digital Datasets by 31 December 2022, circulate the plan to Member States for review and present it to MIDANPIRG/20 for endorsement.

6.2.18 The meeting noted also that the lack of guidance and best practices, in particular the Doc 8126, Part IV publication was delayed until summer 2023 and the relatively low level of worldwide implementation of Digital Data sets greatly impeded the progress towards finalising the draft MID Regional Implementation Plan for Digital Datasets.

6.2.19 To cope with the challenges and to provide the DDI Ad-hoc WG with additional time to finalize the MID Regional Implementation Plan for Digital Datasets to ensure reliable outcomes in terms of guidance and tools for DDS planning and implementation at the Regional and National levels, the meeting agreed to the following conclusion instead of the AIM SG/9 Draft Conclusion 9/6:

MIDANPIRG CONCLUSION 20/23: MID REGIONAL IMPLEMENTATION PLAN FOR DIGITAL DATASETS

That,

a) the DDI Ad-hoc WG complete the Regional Implementation Plan for Digital Datasets by 31 December 2023; and

b) the Regional Implementation Plan for Digital Datasets be reviewed by the AIM SG before submission to MIDANPIRG for endorsement.

Status of Implementation of priority 1 DAIM Thread/Elements in the MID Region

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6.2.20 The meeting noted that the AIM SG/9 meeting reviewed and updated the status of implementation of priority 1 DAIM Thread/Elements in the MID region and urged States to expedite the transition from AIS to AIM and to achieve the regional targets included in the MID Region Air Navigation Strategy.

Data Driven Charting

6.2.21 The subject was addressed in WP/47 presented by the United Arab Emirates. The meeting noted that the GCAA UAE has developed a Database Driven Charting Implementation Plan (Intermediate and Long Term) to migrate legacy charts progressively. The meeting noted also that UAE has already completed the migration of the En-route Charts and has started migrating SID and STAR charts into Database Driven Charts.

6.2.22 In this regard the meeting noted the challenges faced particularly regarding interoperability issues caused by different AIXM systems and business rules implementation.

6.2.23 Considering the above and in the light of the experience gained by UAE in addressing the challenges of the migration to Database Driven charting, the meeting tasked the Digital Dataset implementation Ad Hoc Working Group to include Database Driven Chart production encoding guidelines in the Regional Implementation Plan for Digital Datasets to ensure regional harmonization and interoperability.

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Report on Agenda Item 6: MIDANPRIG Work Programme

6.3 *PBN*

6.3.1 The subject was addressed in WP/48 presented by the Secretariat.

PBN Manual 5TH Edition

6.3.2 The meeting noted that PBN SG/7 meeting was apprised of the main changes in the PBN Manual Doc 9613 Edition 5 that is released as unedited version and posted on ICAO-NET. The meeting noted that the revised edition introduced a number of clarifications and changes based on the experience of PBN implementation since Edition 4 was published in 2013. Along with many clarifications on subjects such as the use of RF legs and holding capabilities, significant changes were introduced into the Advanced RNP navigation specification – such as the removal of RNP scalability and the exclusion of the final approach segment – and the introduction of RNP AR Departures (DP) into a new combined RNP AR Chapter.

6.3.3 Given the marked changes being introduced in the PBN Manual 5th Edition and to provide insights on key changes to this edition, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/24: WEBINAR ON THE UPDATES TO THE PBN MANUAL – 5TH EDITION

That, ICAO MID organize a Webinar on the new edition of PBN Manual Doc 9613 (ED5) in 2023.

PBN Route Spacing and CNS Requirements

6.3.4 The meeting noted that PBN SG/7 meeting was apprised with information concerning methodologies used to determine spacing between PBN ATS routes and instrument flight procedures with a focus on RNAV 5 and RNAV 1 to accommodate their strategic de-confliction to achieve the efficiency and safety objectives whilst ensuring a manageable workload for controllers along with Communications and ATS surveillance requirements.

6.3.5 The meeting acknowledged that airspace design (ASD), including flight procedure design plays a key role in the safety of air operations and is also a key enabler for the implementation of the performance-based navigation (PBN). Therefore, to provide a thorough understanding of airspace design requirements; focusing on PBN based solutions to ensure an efficient, flexible and dynamic airspace structure that meets Stakeholders requirements in terms of safety, flight efficiency and capacity in a cost-effective manner, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/25: PBN AIRSPACE DESIGN WORKSHOP

That:

a) ICAO MID in collaboration with the MID FPP, organize a PBN Airspace Design Workshop in 2023-2024, to provide necessary knowledge about PBN based solutions for airspace design to ensure an efficient, flexible, and dynamic airspace structure that meets Stakeholders requirements in terms of safety, flight efficiency and capacity in a cost-effective manner; and

b) States and International Organizations are strongly encouraged to participate actively in this Workshop.

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MID REGION PBN IMPLEMENTATION PLAN

6.3.6 The meeting recalled that MIDANPIRG/19 through DECISION 19/12 established the MID region PBN Implementation Plan Ad hoc Working Group (PBN IP Ad-hoc WG) to review the MID Region PBN Implementation Plan (MID Doc 007) and develop an updated version for review by the PBN SG/7 and ATM SG/8 meetings and for subsequent endorsement by the MIDANPIRG/20 meeting, to keep pace with the developments, including the GANP 7th Edition and the MID Region Air Navigation Strategy (MID Doc 002).

6.3.7 The meeting noted that the PBN SG/7 and ATM SG/8 meetings reviewed and updated the MID Region PBN plan as revised by the Ad-hoc Working Group (PBN IP Ad-hoc WG), in particular the implementation phases and targets of each PBN navigation specification, the removal of redundant and obsolete parts as is the case for to remove the remote continental airspace as an area of operations in MID Region and the replacement of Chapter 6 related to PBN Charting by new chapter on National PBN Implementation Strategy & Plan in order to assist States to achieve the ICAO objectives set out in Resolution 37-11, chapter 6 of the MID region PBN Implementation Plan provides step-by-step guidance to States on how to establish their own national plan in a standard consistent way in relation to Assembly Resolutions, ICAO SARPs, GANP, GASP, Regional plans and other related documents.

6.3.8 Based on the above, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/26: REVISED VERSION OF THE MID REGION PBN IMPLEMENTATION PLAN (DOC 007)

That, the revised version of MID Region PBN Implementation Plan (Doc 007) at ***Appendix XX*** *is endorsed.*

Implementation status of the Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP

6.3.9 The meeting recalled the target date to complete the transition of the RNP APCH Chart Identification from RNAV to RNP and noted the implementation status of the regional transition plan for RNP APCH chart identification from RNAV to RNP in MID Region.

6.3.10 In this respect, the meeting appreciated the efforts made by MID States for the successful implementation of the MID Plan of the Transition from RNAV to RNP Charting Depiction reaching 99 per cent of new PBN charting.

6.3.11 In addition, the meeting agreed to include the State not complying with Chart naming Convention (A4 STD 11.6) in the list of Air Navigation Deficiencies.

Status of PBN Implementation in the MID Region

6.3.12 The meeting noted that the PBN SG/7 meeting reviewed and updated the status of implementation of priority 1 APTA Thread/Elements in the MID region and urged States to expedite implementation of PBN to achieve the regional targets included in the MID Region Air Navigation Strategy.

6.3.13 The meeting recognized that some challenges continue to represent the main impediments to the advancement of PBN implementation in the Region, including:

- PBN Resources: Limited/scarce funding for Regulator/ANSP;
- Lack of training and qualified human resources;

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- Lack of airspace and procedure design training;
- Lack of operational approval expertise to obtain proper operational approval and to oversee operators for PBN operations;
- Lack of regulatory expertise to oversee the process leading to procedure publication; and
- Lack of PBN awareness and education to decision makers within States to create the political will to invest.

Based on the above, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/27: PBN CAPACITY-BUILDING AND ASSISTANCE ACTIVITIES

That, States are encouraged to inform the ICAO MID Office under the MEP framework of their needs in terms of PBN capacity-building and required assistance activities, including PBN National Workshops to provide specific guidance related to PBN planning, implementation, including improvement of practices in PBN Design, operational approval, and continuous oversight.

MID FPP ACTIVITIES

6.3.14 The subject was addressed in WP/49 presented by the Secretariat. The meeting noted the MID FPP activity report as resulted from the SC/1 to SC/3 Meetings. The meeting noted also the MID FPP activities accomplished in the Year 2022 and planned for Year 2023.

6.3.15 The meeting was appraised of the MID FPP training program for 2023 developed in coordination and leveraging the collaboration with the regional APAC and Africa FPPs and profiting from the support provided by France DGAC and ENAC. The meeting noted the agreed Work Plan Y2023 and beyond, which might be extended to respond to the needs of the member States focusing on the requests for airspace and procedure design projects and on customized PANS OPS and PBN training courses.

6.3.16 Furthermore, the meeting encouraged States to approach the MID FPP for the implementation of projects specifically covering (1) Instrument Flight Procedures (IFP) review & maintenance, (2) PBN Operational Approval and (3) Design validation and Regulatory support for IFPs approval.

6.3.17 The meeting noted the result of the process of nomination and selection of the pool of Experts who will provide technical support for the implementation of the MID FPP Work Plan and achievement of its objectives. Moreover, the meeting noted with appreciation that nineteen (19) experts' have been nominated from Egypt (4), Iran (4), Kuwait (2), Oman (1), Sudan (3), UAE (3) and United ATS (2) covering all essential areas for PBN, namely Procedure Designer, Instructor, Airspace Planner and OPS Approval Inspector.

MID FPP Sustainability

6.3.18 The subject was addressed in WP/50 presented by the Secretariat. The meeting noted that the Programme financial sustainability is guaranteed through the following stream of revenues: (1) Annual contribution paid by the Active States, (2) Services fees paid by beneficiaries and (3) Cash and/or in-kind contribution provided by Donors.

6.3.19 In order to ensure the sustainability of the MID FPP, the meeting stressed the particular importance of maximum number of States to join the MID FPP to achieving a larger business base of

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financial stability necessary for its normal operations and, as a "win-win" effect for Active States/Organizations, it also assure all advantages in respect of the Programme services.

6.3.20 Moreover, the meeting noted that the Director General Civil Aviation (DGCA) MID/6 agreed through *Conclusion 6/3,* that the annual contribution of the Active States (also including Donors) shall be US$ 20,000, from which 50% may be used against the services provided by the MID FPP, in line with the approved Work Plan.

6.3.21 In order to encourage States/Organizations to actively join the Programme and to ensure the Programme sustainability, the meeting supported the recommendations of MID FPP SC, in particular:

(1) Foster the interest and commitment of the national Air Navigation Service Provider (ANSP) to financially support the MID FPP on behalf of/delegated by the State Civil Aviation Authority which should remain the signatory entity of ProDoc.

(2) Encourage major/national Airlines interested in MID FPP services' benefits to financially contribute.

(3) Encourage Donors from Industry e.g., leading airframe manufacturers, data-houses, prominent Civil Aviation Administration, other commercial organizations to annually contribute up to the level of an Active State.

(4) Encourage voluntary contributions by States to ensure MID FPP operations and services provisions to help other States in the region lacking resources & capabilities.

(5) Promote the MID FPP Work Plan and its achievements at different regional ICAO meetings, Workshops, Seminars, State visits, etc.

PANS OPS Office Establishment Plan in Oman

6.3.22 The subject was addressed in WP/51 presented by Oman. The meeting noted that Oman is in the planning process for the establishment of Flight Procedure Design Office as an entity responsible for provision of IFPDS in Oman. The meeting also noted the detailed action plan with timelines, and milestones of the project.

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Report on Agenda Item 6: MIDANPRIG Work Programme

6.4 *AGA-AOP*

6.4.1 The subject was addressed in PPT/42. The meeting noted the progress of the Airport Collaborative Decision Making (ACDM) Thread as per the applicability Area defined in the MID eANP. The meeting encouraged States to regularly provide their Needs for Capacity Building and Implementation Support in relation with Aerodromes Planning and Design, and communicate, as deemed necessary to the Aerodromes Safety Planning and Implementation Group their express of interest to update their list of international Airports currently included in the AOP Table (I-1) of the MID ANP Vol I.

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REPORT ON AGENDA ITEM 6: MIDANPIRG WORK PROGRAMME

6.5 *ATM-SAR*

MID ATS Route Network Table

6.5.1 The subject was addressed in WP/53 presented by the Secretariat. The meeting recalled that MIDANPIRG/19 meeting noted a comprehensive review of the ANP Vol II, Table ATM II-MID-1: MID Region ATS Route Network was ongoing for the consolidation of States' inputs for the revised version, considering the numerous changes to the ATS route network in the Region, including, inter-alia, the impact of COVID-19 crisis and projects of airspace re-organization in some States. The meeting noted also that the ICAO MID Office received requests from Bahrain, Egypt, Qatar and UAE for the inclusion of new established ATS routes in the MID ANP Vol II, including some of the contingency routes.

6.5.2 The meeting was apprised that the MID Office issued State Letter AN 6/5A – 22/117 dated 6 June 2022 to indicate that the amendment of the ICAO MID Air Navigation Plan (Doc 9708), MID eANP - Volume II has been processed according to the procedure approved by the Council on 18 June 2014 and is now considered approved.

6.5.3 The meeting noted that ICAO MID Office found the majority of the received data from States are qualified to be considered as one of the following categories:

a) States inputs which are not subject to any further objection by others to be incorporated in **Appendix 6.5X** and to follow standard PfA process; or

b) State requests or inputs that are subject to the disagreement of the others should be drafted as a separate PfA by relevant State(s) such as T800 which was objected by UAE; or

c) States inputs that need further technical discussion in **Appendix 6.5X** should be referred to the RDWG meeting.

6.5.4 The meeting was apprised of the outcome of the ATM SG/8 meeting on the subject. The meeting reviewed and endorsed the proposal for amendment to the MID ANP VOL II, Table ATM II-MID-I, at **Appendix 6.5X**. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/28: PROPOSAL FOR AMENDMENT TO THE MID EANP VOLUME II, TABLE ATM II-MID-I: MID REGION ATS ROUTE NETWORK

That, the ICAO MID Office process the Proposal for Amendment to the MID ANP Vol II, Table ATM II-MID-I, at Appendix 6.5X, in accordance with standard PfA procedure.

6.5.5 The meeting encouraged States and stakeholders to use the MID RDWG/ Route catalogue as the main platform to address further ATS Route network improvements and urged States with the support of ICAO MID Office to take action to overcome/eliminate the remaining challenges.

Free Route Airspace (FRA)

6.5.6 The subject was addressed in WP/66, presented by the UAE. The meeting recalled the benefits obtained by the FRA implementation, mainly related to efficient and sustainable flight operations; the meeting noted with appreciation the implementation plan within Emirates FIR above

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FL355. And encouraged States to consider the UAE experience in their planning for FRA implementation.

6.5.7 Additionally, IATA presented WP/54 and invited the meeting to note the maximized benefits of FRA implementation on a regional basis, in addition to the need to share experience and lessons learned from previous implementations, to suitability meet the needs of both airspace users and service providers.

6.5.8 The meeting agreed that this subject should be addressed to the ATM SG meeting for further discussion. And to evaluate the need to establish a regional body for further implementations, if required.

MID SSR Code Management Plan (CMP)

6.5.9 The subject was addressed in WP55 presented by the Secretariat. The meeting recalled that the management of the MID SSR CMP was exercised by the ICAO MID Regional Office. In performing this objective, Secretariate developed a required dashboard for monitoring allocated SSR codes to the MID States taking into account the followings procedures:

a) for temporary allocation of reserved SSR Code, State is required to request officially from ICAO MID Office.

b) the temporary reserved SSR code will be assigned for the requesting State for the duration of Six months unless otherwise stated; from the date of allocation by ICAO MID Office. After this period, the allocated SSR code will be released for another usage unless the relevant state request officially to extent duration of usage for another cycle or certain duration. At any case, this request shall be confirmed by ICAO MID Office.

c) ICAO MID Office maintain the dashboard and reports to ATM SG meeting.

6.5.10 The meeting reviewed and agreed to the proposal for amendment to the MID eANP VOL II, Table ATM II-MID-2, at **Appendix 6.5X**. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/29: PROPOSAL FOR AMENDMENT TO THE MID EANP VOLUME II, TABLE ATM II-MID-2: MID REGION SSR CMP

*That, the ICAO MID Office process the Proposal for Amendment to the MID eANP Vol II, Table ATM II-MID-2, at **Appendix 6.5X**, in accordance with standard PfA procedure.*

MID ATFM Implementation

6.5.1 The subject was addressed in WP/56, presented by the Secretariat. The meeting recalled the MIDANPIRG Conclusion 19/16, related to the ATFM implementation,

6.5.2 The meeting noted with appreciation the successful organization of the MID ATFM Implementation Workshop during the period 6 – 7 February 2023; to foster the ATFM implementation in the MID Region. The Workshop provided an opportunity to support the MID States in taking the proper actions required for implementing Phase IA of the MID ATFM Implementation Plan within the agreed timelines. Additionally, the Workshop was considered as a venue for States and international Organizations to share their experience and challenges among the ATFM TF members.

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6.5.3 The meeting noted that the MID ATFM TF/7 meeting was conducted during the period 8 – 9 February 2023, back-to-back after the Workshop; The meeting reviewed the outcomes of the Workshop; and agreed on the following to foster the ATFM implementation:

- The timeline of Phase IA implementation according to the MID ATFM Plan is agreed to be 31 December 2023, States were encouraged to use the information presented in the Workshop to support the implementation of Phase 1A, and report progress or challenges to the next TF meeting.

- Based on the Presentations received from the States, it was highlighted that the results of the last conducted ATFM implementation survey (on 2018) are not representing the latest developments by the States, the ATFM TF was encouraged to develop and circulate a new survey, including the activities of Phase IA of the MID ATFM Implementation Plan, to the MID States to enable the TF to monitor the actual level of implementation and provide the necessary support, as required.

6.5.11 The meeting reiterated that the FWC2022 event provided a good opportunity for collaborative decision-making and information sharing, which would be very beneficial for the future ATFM implementation in the Region. The meeting noted the implementation of Doc.014 by QCAA, to support traffic management during the FWC2022 event in the most safe and efficient manner. The ATFM implementation during the FWC2022 was considered as a live and successful example of the ATFM implementation of MID Doc 014, developed by the MID ATFM TF.

6.5.12 Additionally, The meeting noted with appreciation the offer received from QCAA related to the provision of support to the States in ATFM, including support in documentation (regulation and operations manual) and initial training and setup of ATFM unit and OJT training, based on the experience gained during the FWC2022. Furthermore, the offer received from UAE for benchmarking of the different tools implemented within SZC, to support ATC workload, thus, enhance airspace capacity.

6.5.13 The meeting encouraged the States to participate in the upcoming ATFM implementation Survey to be presented to the ATM SG/9 planned in November 2023.

6.5.14 The subject was addressed in WP/57 and WP/59, presented by Oman. The meeting noted the ATFM implementation plan within Muscat FIR, and the challenges faced. The meeting encouraged Oman to use the MID Doc 014 including the initiation of consultation process with the adjacent States and airspace users, to support the implementation plan. Additionally, the meeting noted with appreciation the experience shared by Oman regarding their adopted methodology of sector Capacity and invited the States to benefit from this experience.

6.5.15 The subject was addressed in WP/58, presented by IATA. The meeting noted the concern of IATA related to the defragmented implementation of ATFM (not centralized). It was highlighted that this is the nature of the Multi-nodal concept agreed upon by the MIDANPIRG as the current suitable solution for the MID Region; however, the meeting invited IATA to address the concern to the ATFM TF.

6.5.16 UAE reported that it was subject to unprecedented regional flow restrictions for many years, which had an immense impact on the air traffic operations within Emirates FIR and caused compliance complications. Thus, air operators were subject to vast ground delays, airlines operational losses, great environmental impact of CO_2 emissions and passengers experience and dissatisfaction. Therefore, UAE stressed on the following:

I. ATFM aims to utilise the maximum capacity and balance demand, it does not increase capacity.

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II. States / ANSPs to be urged to prioritize Capacity enhancements projects in terms of systems, airspace restructure, ATC sectorization and manpower management prior to implementing ATFM measures.
III. ATFM development projects in the MID region should be subject to the guidance and support of the MID ATFM Task Force and the agreed regional concept of operations in ICAO MID Doc 014.
IV. ATFM implementation projects should be subject to prior consultation with the adjacent States to ensure capability readiness and ability to comply with the requirements".

FWC2022

6.5.1 The subject was addressed in WP/60, presented by the FWC2022 TF Chairman and the Secretariat. The meeting recalled the history and the purpose of the establishment of the FWC2022 TF. Additionally, the discussion during the MIDANPIRG/19 related to the need to develop Post implementation Review and Recommendations to be used as reference for similar future events.

6.5.2 The meeting was appraised with the completion of the FWC2022 Action Plan and checklist within the agreed timeline, which enabled the safe and efficient management of Air Traffic during the FWC2022 Tournament. The meeting noted with appreciation the high level of satisfaction reported by the Airspace users represented by IATA, on the level of planning, coordination and information sharing.

6.5.3 The meeting highlighted that the FWC2022 event was an opportunity to evaluate the ATS route structure, the level of services provided within the whole region and the coordination mechanisms between States, ANSPs and Airspace Users. the introduction of improvements and upgrading the provided services will enhance the capacity and support traffic growth for years ahead in a safe manner; however, the lack of a centralized information sharing and traffic management units will continue to be a challenge for the MID Region.

6.5.4 The meeting reviewed the "FWC2022 Post Assessment Review" including the views from all Stakeholders, to identify the challenges and lessons learned. The Review also includes a list of recommendations that might be used for future similar events, as at **Appendix C**.

6.5.5 The meeting encouraged the ATFM TF to consider the "FWC2022 Post Assessment Review" and list of recommendations, in further developments of the ICAO MID Doc 014.

6.5.6 Based on the above, the meeting agreed on the following Decision:

MIDANPIRG DECISION 20/30: DISSOLUTION OF THE FWC2022 TASK FORCE

That, the FWC2022 Task Force is dissolved.

6.5.7 The meeting commended the efforts made by the FWC2022 TF for the success in planning, coordination and information sharing, which supported the traffic management during the FWC2022 event.

6.5.8 The subject was addressed in WP/61, presented by Oman. The meeting ……..

COP 28 and impact on Air Traffic in the UAE FIR

6.5.9 The subject was addressed in WP/62, presented by the UAE. The meeting was apprised with the preparations and expectations for the COP28 event planned in UAE next year.

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6.5.10 The meeting encouraged the MID States and Operators to support the preparations and operations during the COP28.

ATM Contingency Plan

6.5.11 The subject was addressed in WP/63 and IP/24, presented by the Secretariat. The meeting.

6.5.17 The subject was addressed in WP63 presented by the Secretariat. The meeting noted the progress achieved for the development of MID Doc. 003 Version 2.0 at **Appendix 6.5X**.

6.5.18 The meeting was apprised of the outcome of the ATM SG/8 meeting on the subject and the update regarding the progress of activation of CCT on 15 March 2023 due to unavailability of ANS service within Khartoum FIR, accommodation of traffic to circumnavigate Khartoum FIR through Cairo, Jeddah and Asmara FIRs and development of contingency plan. Based on that the Secretariat and IATA requested to include new experiences and lessons learnt in the new version of ICAO MID Doc 003. Accordingly, the meeting agreed to the following MIDANPIRG Decision to replace and supersede the MIDANPIRG Decision 19/18:

MIDANPIRG DECISION 20/31: MID ATM CONTINGENCY PLANNING AD-HOC ACTION GROUP

That,

a) the MID ATM Contingency Planning Ad-hoc Action Group be established to carry out a comprehensive review of the MID Region ATM Contingency Plan (MID Doc 003), taking into considerations the lessons learnt from recent events specifically contingency over Khartoum FIR; and

b) the MID ATM Contingency Planning Ad-hoc Action Group:

i. be composed of:

- *the Chairpersons of the ATM SG;*
- *Abdulla Al Qadhi (Bahrain);*
- *Ahmad Abu Ghalleb (Saudi Arabia);*
- *Sharron Caunt (IATA);*
- *Faisal Al Assosi (Kuwait);*
- *Ehab Raslan (Egypt);*
- *Saleh Al Nesf (Qatar);*
- *Nasser Salem Al Mazroe (Oman);*
- *Saqr Marashdah (UAE);*
- *(Iran);*
- *(CANSO);*
- *(FAA); and*
- *ICAO MID Office (Secretariat).*

ii. present the revised version of the MID Region ATM Contingency Plan (MID Doc 003) to the ATM SG/9 for review and enhancement, before presentation to the MIDANPIRG/21 meeting for endorsement.

6.5.12 The meeting noted the Diversionary measures implemented during the Khartoum FIR CCT, and commended the efforts made by the MID States to support Sudan, mainly Egypt for the Aeronautical Information publication on behalf of Sudan.

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6.5.13 The meeting encouraged all the MID States to review and further enhance their ATM Contingency Plan, and to share it with the adjacent States, ANSPs and the ICAO MID Office.

6.5.14 The subject was addressed in WP/64, presented by Oman. The meeting ……..

Call sign Confusion

6.5.15 The subject was addressed in WP/69, presented by IATA. The meeting recalled the MIDANPIRG Conclusion 15/2 related to Call Sign Similarity Provisions and guidelines the follow up ICAO MID State Letter, (ref.: AN 6/34-16/173, dated 26 June 2016) requesting States to implement the conclusion and report similarity/confusion cases to ICAO and IATA. As mitigation measures to the possible to eliminate the risks associated with the call sign confusion.

6.5.16 The meeting noted with concern the reduced level of implementation reported by IATA, and urged IATA to provide details to the ATM SG/9 planned in November 2023, to be further investigated and provide support.

SAR Implementation

6.5.17 The subject was addressed in WP/70, presented by the Secretariat. The meeting recalled the relevant SARPs and guidance material related to SAR, and the MID Doc 010.

6.5.18 The meeting highlighted the main findings related to SAR implementation within the MID Region and the status of SAR bi-lateral agreements signed at Appendix X.

6.5.19 The meeting reiterated the need to explore means to support MID States in eliminating SAR findings and deficiencies by, in particular, organizing a SAR implementation Seminar.

6.5.20 Based on the above, the meeting agreed on the following Conclusion:

MIDANPIRG CONCLUSION 20/32: SAR WORKSHOP

That, the ICAO MID Office organize a SAR Workshop in 2024, to address the challenges related to SAR in the MID Region.

CMC/FUA Implementation

6.5.21 The subject was addressed in WP/65 and WP/67, presented by the Secretariat and Iran, respectively. The meeting recalled the purpose of establishment of the CMC/FUA Action Group and the history of its meetings.

6.5.22 The meeting reiterated the Challenges related to the CMC implementation within the MID Region, including inter alia, the following points:

- State aircraft operations under Due Regard in particular over the high seas;
- CMC/FUA implementation;
- Drones-Airspace management applications;
- GNSS/GPS interference; and
- NMAC reports between Civil and Military aircraft.

6.5.23 The meeting noted that the Action Group met and reviewed the ICAO Guidance material Doc 10088: Manual on Civil-Military Cooperation in Air Traffic Management), and agreed that the manual will fully meet the needs and requirements of the MID States to develop their national

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CMC/FUA plan. The meeting noted that the first workshop related to the implementation of Doc 10088 has been successfully conducted by ICAO from 15 -17 May 2022 in Tehran - Iran.

6.5.24 A side meeting was held to address the concerns raised by Iran concerning the occurrences related to unknown aircraft over the high seas. The meeting agreed that a template to be developed to record the cases for further analyses by the States concerned and appropriate actions.

6.5.25 Based on the above, the meeting encouraged States to take appropriate action to improve their p national civil-military cooperation and the implementation of flexible use of Airspace, based on the guidance in ICAO Doc 10088.

6.5.26 The meeting invited ICAO to organize a workshop to raise awareness among all stakeholders regarding the CMC implementation, including operations of due regard aircraft over high seas.

6.5.27 Based on the above the meeting agreed on the following Conclusion:

MIDANPIRG CONCLUSION 20/33: DISSOLUTION OF THE CMC/FUA ACTION GROUP

That, ICAO to organize a workshop to raise awareness among all stakeholders regarding the CMC implementation, including operations of due regard aircraft over high seas.

Outcomes of the HLAC Action Group

6.5.28 The subject was addressed in WP/68, presented by the Secretariat. The meeting recalled MIDANPIRG Decision 19/20 related to the establishment of the High Level Airspace Concept Action Group (HLAC AG), to develop a revised version of the MID Doc 004.

6.5.29 The meeting noted with appreciation the development of the revised version of the MID Doc 004, which was reviewed by the ATM SG/9 meeting, at **Appendix X**.

6.5.30 Accordingly, the meeting agreed on the following Conclusion and Decision:

MIDANPIRG CONCLUSION 20/34: MID HIGH LEVEL AIRSPACE CONCEPT V2.0

That, the MID High Level Airspace Concept Version 2.0 at ***Appendix xx*** *is endorsed and be published as the MID High Level Airspace Concept V2.0.*

MIDANPIRG DECISION 20/35: DISSOLUTION OF THE HIGH LEVEL AIRSPACE CONCEPT ACTION GROUP (HLAC AG)

That, the High Level Airspace Concept Action Group (HLAC AG) Action Group is dissolved.

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REPORT ON AGENDA ITEM 6: MIDANPRIG WORK PROGRAMME

6.6 *CNS*

Spectrum Management

6.6.1 The subject was addressed in WP71 presented by the Secretariat. The meeting was apprised on the outcome of the ACAO/ICAO Frequency Management Workshop held in Casablanca, Morocco, 6-10 September 2023.

6.6.2 In order to increase the amount of available spectrum that can be used for Areonautical Services (VHF COM), the meeting agreed to task the Frequency Management Working Group (FM WG) to further review and amend, as deem necessary, the current MID allotment plan at **Appendix 6.6A** (Appendix B-4. Regional frequency allotment plans – ICAO Doc. 9718, Vol. II refers). Accordingly, the meeting agreed to the following MIDANPIRG Decision:

MIDANPIRG DECISION 20/36: REVIEW OF THE MID REGION ALLOTMENT PLAN

That, in order to increase the amount of spectrum that can be used for Aeronautical, the FM WG should adopt the revised planning Principle for Aeronautical Frequency Bands of 117.975-137 MHz and review and update, as deem necessary, the current MID allotment plan by Q1 2024.

6.6.3 The meeting agreed that the expected growth in air traffic will increase the demands on frequencies, therefore, the meeting supported a recommendation emanated from the ACAO/ICAO Frequency Management workshop to conduct a simulation on VHF COM frequency assignment in the MID Region. The primary purpose of this simulation is to determine, if a congestion in the use of frequencies can be foreseen that would require the implementation of 8.33 kHz channel spacing in any parts of the MID Region.

6.6.4 The meeting requested States to provide their Spectrum needs up to 2030 using **Appendix 6.6B**. Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/37: OPTIMIZATION OF FREQUENCY ASSIGNMENT IN THE MID REGION

That, in order to optimize the frequency assignment planning and mitigate VHF frequency congestion at regional level, States are urged to:

a) coordinate with ICAO MID Office before assigning frequencies for aeronautical services (VHF COM, VHF NAV);
b) perform an update/review of the data in the VHF-COM/NAV module; and
*c) Submit Frequency Requirements for the Period 2023 – 2030 using the Guidance Doc. at Appendix B by **1 August 2023**.*

6.6.5 The meeting was informed that in case not all frequency requirements until 2030 can be satisfied using 25 kHz channels, material for the introduction of 8.33 kHz channel will need to be developed or other viable solution in the MID Region or parts thereof. Based on other Regions' experience, the introduction of 8.33 kHz channel separation would require a retrofit of airborne/ground equipment.

6.6.6 The meeting was apprised of the latest enhancements and functionalities brought to the Frequency Finder tool (FF Tool), moreover, the meeting urged States to make extensive usage of the

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FF Tool for frequency coordination and to provide feedback on its usage, suggestions, bugs and recommendations to ICAO MID Office.

6.6.7 The meeting recalled that the ICAO Assembly 41, through Resolution A41-8, urged States, international organizations and other civil aviation stakeholders, to support firmly the ICAO frequency spectrum strategy and the ICAO position at WRCs in regional and other international activities conducted in preparation for WRCs.

6.6.8 The meeting urged States to actively participate in the WRC23 preparatory Workshop that will be conducted back-to back with the FSMP WG/17 meeting in Cairo, Egypt, 28 August to 7 September 2023. Furthermore, the meeting requested States to communicate the ICAO WRC-23 position to national Telecommunication Authorities.

6.6.9 The meeting was informed that ICAO WRC23 Position was approved by ICAO Council is available at the link: https://www.icao.int/safety/fsmp/documents/itu-wrc23. Draft updates to the ICAO Position, as contained in Appendix **6.6C** were developed by the FSMP and will be reviewed and approval by ICAO Council in June 2023. The final position might include small adjustments.

Communication Matters

6.6.10 The subject was addressed in WP72 presented by the Secretariat.

6.6.11 The meeting recalled that MIDANPIRG/15, through Conclusion 15/30, urged States to refrain from establishing new AFTN and CIDIN connections at the international level, gradually phase out the current connections based on AFTN or CIDIN standards, and expedite their AMHS implementation. In this regard, the meeting was informed that all CIDIN intra-regional link has been migrated to AMHS. However, inter-regional connections with Cyprus are still CIDIN link.

6.6.12 The meeting noted the progress made toward the completion of the Regional OPMET Center (ROC) plan**.** it was noted that 36 out of 38 actions has been completed, the remaining actions are related to the migration of inter-regional communication link to AMHS and evaluation of bandwidth increase.

6.6.13 The meeting agreed on the need to rationalize AFTN/AMHS Network in the MID Region, based on operational requirements and traffic volume. Moreover, it was agreed that States need to review the inter-regional connections established on bilaterally basis. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion*:*

MIDANPIRG CONCLUSION 20/38: INTER-REGIONAL COMMUNICATION LINKS

That, in order to enhance the AFS Network efficiency and performance, States are urged to:

a) migrate inter-regional communication links to AMHS; and

b) rationalize the inter-regional connections established on bilateral basis, taking into consideration the regional requirements set in the MID ANP Vol II and operational needs.

6.6.14 The meeting noted with concerns the issue of inconsistencies between the data held in the AMC and what it is implemented on AMHS switches, which cause addressing and routing problems within the global network. Therefore, States were requested to ensure updating their systems data at the end of each AIRAC cycle.

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6.6.15 The meeting recalled that MIDANPIRG/18, through Conclusion 18/34, urged States to update their focal points details, Systems capabilities, and connections on AMC. Thus, the meeting urged States (Libya, Lebanon, Syria, Kuwait, Sudan, and Yemen) to register users on the AMC and make the necessary update.

6.6.16 The meeting agreed on the need to guarantee the confidentiality and integrity of data contained in the AMC database, thus, the meeting reviewed and endorsed the AMC Accreditation procedure developed for the users from the MID Region as at **Appendix 6.6.** Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/39: ACCREDITATION PROCEDURE FOR MID EXTERNAL COM OPERATORS

*That, Accreditation Procedure for MID External COM Operators at **Appendix 6.6D** is endorsed.*

6.6.17 The meeting was informed about the occurrence of operational problems in the AFS Network (messages loop, non delivery, …etc), it was agreed that routing tables need to be updated using the centralised tool on AMC (Routing function) to mitigate messages looping and non delivery, therefore, the meeting agreed to the following MIDANPIRG Decision:

MIDANPIRG DECISION 20/40: UPDATE OF THE AMC ROUTING TABLES

That,

a) AMC Routing Table Action Group be established to review and update AMC Routing Directory by 1 November 2023;

b) be composed of:
- *the MIDAMC Chairman*
- *the MIDAMC Team Leader (Jordan)*
- *Ali Darwish.(Bahrain)*
- *Ali Jaber.(Saudi Arabia)*

6.6.18 The meeting requested ICAO MID Office to organize AMHS/AMC Workshop/Training for new AMC users, it was highlighted that new designated users need to be trained to ensure the efficient use of the web application, thus, it was agreed that the training be conducted back-to-back with the MIDAMC STG/9 in Feb,2024. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/41: AMHS/AMC WORKSHOP

That, in order to provide knowledge and hands-on experience on the use of AMS Web application for new AMC Users AMHS/AMC Workshop be organised for AMC users in 2024

6.6.19 The meeting was informed that the ICAO EUR/NAT AFS to SWIM Transition Task Force (AST TF) is working to implement an AMHS gateway between the AMHS community and ARINC. The first implementation step is to validate the addresses within ARINC community that are used for exchanging messages with the existing AFTN network worldwide. Therefore, the meeting urged the States concerned (Egypt, Libya, and Sudan) to validate the ARINC Addressee by 1 August 2023 and agreed to the following MIDANPIRG Conclusion:

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MIDANPIRT CONCLUSION 20/42: VALIDATION ARINC ADDRESSEE

That, in order to facilitate the implementation of AMHS/ARINC gateway, States Concerned are urged to validate the ARINC Users addressee by 1 August 2023

6.6.20 The meeting was apprised of the SWAMWAY Study Group activities related to the development of a core technical specification for the AMHS/SWIM Gateway. Furthermore, it was noted that the AFTN addressee will be used for naming and addressing, hence, the AMC will be used for addressee translation on the long term.

6.6.21 The meeting received update on the establishment of the MID IP Network project through joining the NEWPENS project. The meeting recalled that eight (8) States (Bahrain, Egypt, Jordan, Lebanon, Kuwait, Oman, Saudi Arabia and UAE) confirmed their interest to join the EUROCNTROL IP Network Project (New PENS) pending technical and financial proposals.

6.6.22 The meeting was informed that EUROCONTROL accepted to extend the New PENS project to the MID States, official notification letter and next steps will be communicated to the ICAO MID Office soon.

AIDC/OLDI Implementation

6.6.23 The subject was addressed in WP71 and WP/74 presented by the Secretariat and Oman, respectively.

6.6.24 The meeting noted with concern the low implementation level of the AIDC/OLDI in the MID Region (26%) . However, the meeting was informed that several AIDC/OLDI connections are being established among MID States and will be operational during the period of 2023-2024.

6.6.25 The meeting was apprised of the outcome of the AIDC/OLDI Workshop that was conducted successfully jointly with ACAO and supported by EUROCONTROL in 14-16 February 2023, Cairo, Egypt.

6.6.26 The meeting reviewed the proposed revised ICAO MID Doc 006- MID Region Guidance for the implementation of AIDC/OLDI as at **Appendix 6.6D.** Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/43: MID REGION GUIDANCE FOR THE IMPLEMENTATION OF AIDC/OLDI (ICAO MID DOC 006)

*That, the revised version of the MID Region Guidance for the Implementation of AIDC/OLDI as at **Appendix 6.6D** is endorsed and be published by ICAO MID.*

6.6.27 The meeting recalled that the MSG/6 meeting agreed, through Conclusion 6/16, to include a requirement for AIDC/OLDI implementation (priority 1 interconnections) in the MID eANP Volume II Part IV-ATM, under Specific Regional Requirements. It was highlighted that the lack of implementation of priority 1 interconnection will result in additional ANS deficiency to the MID Air Navigation Deficiency Database (MANDD). Therefore, it was agreed that deficiencies related to the lack of implementation of Priority 1 AIDC/OLDI connections will be added by December 2023.

6.6.28 The meeting noted the request from Egypt to change priority of AIDC/OLDI connections with Cyprus and Greece. Moreover, Egypt requested ICAO MID Office to coordinate with the ICAO EUR/NAT Office to facilitate the establishment of interconnection with Cyprus and Athens. The meeting agreed that the AIDC/OLDI applicability area be updated as at **Appendix 6.6XX**

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6.6.29 The meeting requested ICAO MID Office to send a reminder to States quarterly to update the deficiencies states and CAPs on MANDD.

6.6.30 The meeting recalled that States interfacing with adjacent Regions may require to support and implement dual capabilities (AIDC and OLDI) and the selected protocol would be agreed upon bilaterally. Therefore, the meeting tasked ICAO MID Office to coordinate with ICAO AFI Office to explore the possibility of agreement on a common inter-regional protocol and provide feedback to the CNS SG/13 and ATM SG/9 for further discussion.

6.6.31 The meeting noted with appreciation Oman's efforts to implement AIDC/OLDI. it was highlighted that Oman aims to reduce ATC workload, read-back/hear-back errors and gross navigational errors caused by manual ATC coordination, and to grasp the benefits of Automated data exchange (ADE) and to meet the global and regional obligations, CAA Oman is giving proper attention to implement ADE system in Oman.

6.6.32 The meeting was apprised of the AIDC implementation plans in Oman to connect Muscat ACC with Mumbai and Karachi ACCs. AIDC connection between Muscat and Mumbai ACCs were tested three times in Sep 2019, Mar 2021 and Feb 2023 but were not successful due to message processing problems.

6.6.33 The meeting recalled the SL dated 29 December 2022 regarding the PfA on the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services (Planning Service) that permits an operator to submit a Preliminary Flight plan prior to filing an ATS Flight plan (Filed Flight Plan) for evaluation by the service provider. Therefore, the meeting tasked ATM SG, AIM SG and CNS SG to address FICE B2/1- Planning service. Accordingly, the meeting agreed to the following Decision:

MIDANPIRG DECISION 20/44: FICE PLANNING SERVICE

That, the ATM SG, AIM SG and CNS SG be tasked to address the FICE B2/1 requirements, planning and implementation.

ANS Cyber Security

6.6.34 The meeting recalled the ICAO Assembly, through resolution A41-19, called upon States and industry stakeholders to take several actions to address cyber threats to civil aviation.

6.6.35 The meeting was apprised of the outcome of the first meeting of the Air Navigation Cyber Security Working Group (ACS WG). It was noted that the ACS WG/1 meeting conducted gap analysis between ICAO Cyber Security Action plan and the current implementation level in the MID region.

6.6.36 The meeting reviewed the endorsed the proposed list of actions for 2023-2024 as at **Appendix 6.6X**. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/45: MID REGION ANS CYBER SECURITY ACTION PLAN

That, in order to assist States achieving the objectives of ICAO Cyber Security Strategy seven pillars in ANS area in the MID Region:

*i. the MID Region ANS Cyber Security actions plan at **Appendix 6.6** is endorsed;*
ii. urge States to implement identified actions in a timely manner; and

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iii. ACS WG to develop a survey to establish how States have implemented the identified actions.

6.6.37 The meeting noted that the MID Region ANS Cyber Security actions plan is a living document that will be reviewed and updated regularly, based on the global development and Regional implementation Status. Furthermore, the meeting tasked the ACS WG/2 to develop a survey to establish how States have implemented the identified actions.

6.6.38 The meeting discussed the qualification and training needs for ANS Cyber Security inspector. The meeting requested ICAO to organize capacity building activities on ANS Cyber security in 2024-2025. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/46: ANS CYBER SECURITY CAPACITY BUILDING ACTIVITIES

That, to assist States building capacity on ANS cyber Security & Resilience, capacity building activities on ANS Cyber Security be organized in 2024.

6.6.39 The meeting urged States to participate actively in the Cyber Security and Resilience symposium that will be organized in 6-8 November 2023, Doha, Qatar.

6.6.40 The meeting was apprised of the outcome of the ANS Cyber Resilience Tabletop Exercise (TTX) was successfully conducted 13-15 November 2022. The meeting supported the recommendations emanated from the TTX.

6.6.41 In accordance with the MID Region ANS Cyber Security action plan, States should share experience on cyber threats and incidents. In this regard, the meeting recalled that UAE developed and hosted ATM data cyber security portal (ADCS Portal). In order to enhance the functions and make benefits of the ATM Data cyber security portal, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/47: ENHANCEMENT ATM DATA CYBER SECURITY (ADCS) PORTAL

That, States be urged to:

a) review and update, as deem necessary, ANS Cyber Security focal point(s);
*b) provide feedback to the ADCS to Admin by **1 October 2023** for further enhancements; and*
c) use the ADCS effectively, share their experience related to cyber security, through the ADCS Portal

Navigation Matters

6.6.42 The meeting recalled that the ASBU element "Navigation Minimal Operating Networks" (NAVS B0/4) has been classified as priority 1 in the revised MID Region Air Navigation Strategy (MID Doc 002). This element aims to rationalize the conventional Navigational aids network through the increased deployment of the satellite based navigation system.

6.6.43 The meeting recalled that MIDANPIRG/18 meeting, through Decision 18/42, established NAV. MON Plan Ad-hoc Action Group to develop a template for Navigation Minimal Operating Networks (Nav. MON) plan in line with ICAO SARPs and Regional requirements.

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6.6.44 The meeting noted the progress made by the NAV MON AG, and that four (4) States (Egypt, Jordan, Oman and UAE) have volunteered to populate their data in the proposed plan template and provide feedback to the CNS SG/13 meeting.

6.6.45 Additionally, the meeting tasked the ATM, CNS and PBN Sub-groups to review and improve the Draft NAV MON plan template to be presented for MIDANPIRG/21 for further review and endorsement. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

MIDANPIRG DECISION 20/48: NAV MON Plan Template

That, in order to develop the NAV MON Plan template, the ATM SG, CNS SG and PBN SG be tasked to review and update, as deem necessary, the NAV MON Plan Template to be presented to MIDANPIRG/21 for further review and endorsement.

6.6.46 The meeting noted that the majority of 2022 GNSS RFI incidents reported in Egypt, Iraq, Iran and Turkey. The meeting recalled the coordination meeting held between ICAO MID, ICAO EUR/NAT, IATA MENA, IATA EUR, Iraq and Turkey regarding the frequent GNSS interference reported in Ankara and Baghdad FIRs. It was agreed to conduct a follow-up meeting with States concerned (Egypt, Iraq, Iran and Turkey).

6.6.47 The meeting noted the possible means to monitor GNSS signal and provide timely warning to Airspace users, in order to reduce the impact of the GNSS interference on Aviation operation. Therefore, the meeting requested States who have implemented GNSS monitoring system, to share their experience on GNSS interference monitoring with the CNS SG/13 meeting.

6.6.48 The meeting agreed to collaborate with ACAO to explore the possibility of initiating a Regional GNSS monitoring project and requested that the ICAO MID CNS RO present a Working Paper including project proposal to the coming ACAO ANC Meeting. Accordingly, the meeting agreed to the following MIDANPIRG Decision:

MIDANPIRG DECISION 20/49: GNSS RFI MITIGATION

That, The ICAO MID Office is requested to:

a) follow-up with Egypt and Iraq on actions taken to mitigate the likelihood and impact of GNSS RFI within Cairo and Baghdad FIRs; and

b) *collaborate with ACAO to assess the feasibility of establishing a Regional GNSS RFI monitoring System and report the outcome to the CNS SG/13 and MIDANPIRG/21*

6.6.49 The meeting noted the request to organise a Workshop/Webinar on the Analysis of CNS facilities Building restricted areas (BRA). In this regard, States were encouraged to share their experience on the issue. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/50: ANALYSIS OF CNS FACILITIES BRA WEBINAR

That, in order to assist States in identifying the impact of physical presence of buildings on CNS signals in space, a Webinar on the Analysis of CNS facilities building restricted area be organized in 2024.

Radio Altimeter & 5G

6.6.50 The meeting recalled that MIDANPIRG/19, through Decision 19/23, established a Radio Altimeter (RADALT) Action Group (AG) to develop guidance material to protect aircraft operations from potential Radio Altimeter interference.

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6.6.51 The meeting reviewed and endorsed the Guidance material on safeguarding measures to protect Radio Altimeter from potential harmful interference from Cellular 5G Communications as at **Appendix 6.6X.** Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 20/51: GUIDANCE MATERIAL ON PROTECTING RADALT

*That, the Guidance Material developed by the RADALT AG at **Appendix 6.6X** is endorsed and be published by the ICAO MID Office.*

Surveillance Matters

6.11.29 The meeting was apprised of the outcome of the ICAO Emerging Surveillance Technologies Symposium, (5-7 September 2023, Tunis). The meeting supported meeting supported the recommendations emanated from the Symposium:

a. States are encouraged to take measures to mitigate RFI on surveillance systems:
   - Use of multi constellation/multi frequency GNSS
   - Employing multiple surveillance sensors in critical areas
   - Use of monitoring and prediction tools/applications
b. Cost-benefit analysis and operational needs as well as the level of vulnerability of specific systems in some airspaces should be considered when planning for new surveillance systems or removing conventional SUR systems (e.g. SSR and PSR)
c. The implementation of mew surveillance systems should be done in coordination with airspace users and other relevant stakeholders, taking into consideration fleet capabilities.
d. States should give high importance to human factors and training when planning/implementing new surveillance technologies (ATSEPs, ATCOs, pilots, etc.)
e. States are urged to develop their RFI monitoring/reporting mechanisms at the national level, in coordination with the relevant ICAO Regional Offices and the Organizations (ITU-BR, EASA, IATA, EUROCONTROL). Necessary coordination may be needed at the State level with relevant entities (Telecommunication Regulatory authorities, Military, Airlines, ANSP, CAA, etc.)
f. States are encouraged to promote coordination with their neighboring States for the establishment of SUR data exchange and AIDC/OLDI implementation.
g. States are urged to develop their contingency plans/procedures and back-up systems, to ensure continuous surveillance services/safe operations in the event of RFI or any malfunction of the SUR systems.
h. ICAO Regional Offices and States to monitor the progress of the initiatives related to the GNSS RFI monitoring (using e.g. ADS-B)`
i. States that are planning to implement SB ADS-B are encouraged to consider the issue of suitable Aircraft antenna configuration.
j. States are encouraged to consider Cyber-security at the appropriate level according to the assessment of the existing infrastructure supporting the systems.

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k. States' CAAs were encouraged to engage in the emerging surveillance initiatives from early stages of planning, implementation and post-implementation.
l. States are encouraged to conduct feasibility study for the virtual tower deployment using the presented methodology and site selection process.

6.6.52 The meeting noted that Radars in States may have some coverage limitations, existence of non-radar covered area (gap area) due to terrains or Radar blind range. It was highlighted that States need to plan for better redundancy, specially in case of outage for maintenance or failure.

6.6.53 The meeting noted that Bahrain, Qatar and UAE have shared Radar data. consequently, the meeting highlighted the need to define type of services to be used, study states' liability and many other aspects need to be considered.

6.6.54 The meeting was apprised of the 1090 MHz activity results from both SSR Mode A/C and Mode S type interrogators, however SSR Mode A/C operation is less spectrum efficient than Mode S SSR. Therefore, managing interrogations in heavily surveilled airspace is very important, SSRs sharing surveillance data via networking thereby eliminating redundant surveillance coverage in overlapping geographic regions.

6.6.55 The meeting agreed that sharing Radar data among MID States will improve redundancy, enhance surveillance coverage and reduce 1090 RF congestions. Therefore, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/52: RADAR DATA SHARING IN THE MID REGION

That, the Radar Data Sharing Action Group (RDS AG) be:

a) established to assess the feasibility of Radar data sharing among MID States, identify challenge(s) and possible solution(s)and implementation by 1 January 2024; and

b) composed of:

Ibrahim Faraj (Jordan)

Seyed Mirseed (Iran)

Loay Beshawri (Saudi Arabia)

Yousif Al Awadi (UAE)

Jehad Faqir (IATA)

ICAO MID RO/CNS

6.6.56 The meeting recalled that MIDANPIRG/19 meeting, through Decision 19/26, tasked the CNS SG in coordination with the ATM SG to update the MID Region Surveillance Plan (MID Doc 013) with the outcome of the ADS-B Webinar and MID States' experience in ADS-B implementation.

6.6.57 The meeting reviewed the revised MID Region Surveillance Plan including as at **Appendix 6.6X.** Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 20/53: MID REGION SURVEILLANCE PLAN (ICAO MID Doc 013)

*That, the revised version of the MID Region Surveillance plan as at **Appendix A**, is endorsed.*

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6.6.58 The meeting discussed the ADS-B implementation issue in the MID Region, the meeting noted following lessons learned/ best practices for planning for ADS-B Mandate issuance, that States should:

- inform airspace users about ADS-B implementation plan and publish mandates early to give operators enough lead time;
- establish procedures for managing Waiver and Exemptions. Requests for temporary waivers and exemptions should be based on operational impact and hazard analyses. Waiver/ exemptions could be granted for limited time span;
- for planning purpose, find the ADS-B equipage rate based on Flight plan data collected and analyzed; MIDRMA would provide data regarding ADS-B equipage as well;
- continuously monitor operator compliance progress, conduct monthly statistics; and
- plan for non ADS-B OUT compliant operations (ex. State aircraft)

6.6.59 The meeting tasked the CNS SG/13 meeting to address in details the requirements and process for ADS-B implementation including the issuance of the ADS-B mandate, furthermore, the meeting encouraged MID States that have issued ADS-B mandate to share their experience and best practices.

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REPORT ON AGENDA ITEM 6: MIDANPRIG WORK PROGRAMME

6.7 *MET*

6.7.1 The subject was addressed in WP/79 presented by the Secretariat. The meeting was presented with two Draft Conclusions related to the World Area Forecast System (WAFS) upgrades that were formulated by the Tenth Meeting of the MET Sub-Group (MET SG/10) held virtually from 17 to 19 May 2022.

6.7.2 Specifically, MIDANPIRG/20 noted that the horizontal resolution of the WAFS hazard data sets for Icing, Turbulence and Cumulonimbus was increased from 1.25 degrees to 0.25 degrees. These improved WAFS data sets were introduced in accordance to ICAO Annex 3 Amendment 79 (applicable 5 November 2020) and available on SADIS. The existing WAFS hazard data sets with horizontal resolution of 1.25 degrees are no longer listed in ICAO Annex 3, but will continue to be published on SADIS until November 2023. Therefore, SADIS users were encouraged to migrate their services from the legacy 1.25-degree hazard data sets to the new 0.25-degree version as soon as possible.

6.7.3 MIDANPIRG/20 also noted planned upgrades to the WAFS in November 2023 that includes an upgrade in the horizontal, vertical and temporal resolution of all WAFS data sets. Furthermore, an upgrade to the WAFS SIGWX forecasts in 2024 between World Area Forecast Centres (WAFC) will be produced for 3-hourly intervals out to 2 days and better suited for the needs of short haul and ultra-long haul operations.

6.7.4 Lastly, MIDANPIRG/20 noted that in order to manage the significant increase in volume of data, the data delivery mechanism will be upgraded and be System Wide Information Management (SWIM)-compliant using Application Programmer Interface (API).

6.7.5 Given the aforementioned, MIDANPIRG/20 agreed to the following Conclusions:

MIDANPIRG CONCLUSION 20/54: 0.25-DEGREE WAFS HAZARD DATA

That, the SADIS users integrate the new 0.25-degree WAFS hazard data into systems and software prior to November 2023, if they have not already done so.

MIDANPIRG CONCLUSION 20/55: ANNEX 3 AMENDMENT 81 WAFS AND SADIS UPGRADES

That, the SADIS users be invited to:

a. familiarize themselves with the proposed WAFS and SADIS changes planned for November 2023 and 2024;
b. discuss the upcoming changes with their technical departments about how their organization could adapt to these technological changes; and

c. get involved in trying out the new Beta SADIS API's once they become available in late 2022 or 2023.

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6.7.6 MIDANPIRG/20 noted the status of ICAO Meteorological Information Exchange Model (IWXXM) implementation in the MID Region. States were encouraged to provide the latest updates in this regard to the ICAO MID Regional Office. In addition, States that have not yet implemented IWXXM were encouraged to reference the guidance material available and/or contact Regional OPMET Centre (ROC) Jeddah for assistance, particular for testing the exchange of OPMET data in IWXXM format.

6.7.7 MIDANPIRG/20 noted that the new Meteorological Watch Office (MWO) Qatar has been established to provide meteorological services for the Doha Flight Information Region (FIR) in accordance to ICAO Provisions. Consequently, updates to the *MID Region SIGMET Guide* (MID Doc 009) were necessary in order to include the WMO Headers for SIGMET and special air-reports. In addition, headers for the exchange of SIGMET in IWXXM format for all MID States were included as provided at **Appendix XX.**

6.7.8 Given the above, MIDANPIRG/20 endorsed the following Conclusion:

MIDANPIRG CONCLUSION 20/56: MID REGION SIGMET GUIDE

*That, the updated MID Region SIGMET Guide (MID Doc 009) as provided at **Appendix XX** be endorsed and posted on the ICAO MID Website.*

REPORT ON AGENDA ITEM 6: MIDANPIRG WORK PROGRAMME

6.8 ***Air Navigation Deficiencies***

6.8.1 The subject was addressed in WP/80 presented by the Secretariat. The meeting urged States to use the MID Air Navigation Deficiency Database (MANDD) for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies, including the submission of a specific Corrective Action Plan (CAP) for each deficiency. The meeting reiterated that a deficiency would be eliminated only when a State submit a formal Letter to the ICAO MID Office containing the evidence(s) that mitigation measures have been implemented for the elimination of this deficiency.

6.8.2 The meeting noted with concern that the majority of deficiencies listed in the MANDD have no specific Corrective Action Plan (CAP). The meeting urged States to implement the provision of MIDANPIRG Conclusion 15/35 related to elimination of Air Navigation Deficiencies, in particular, the submission of a specific Corrective Action Plan (CAP) for each deficiency.

6.8.3 The meeting reviewed and updated the list of deficiencies in the AIM, AOP, ATM, CNS, SAR and MET fields as reflected in the MID Air Navigation Deficiency Database (MANDD) at: https://mandd.icao.int. The meeting noted that the total number of air navigation deficiencies recorded in MANDD is 101 deficiencies compared to 105 deficiencies in MIDANPIRG/19.

6.8.4 A quantitative analysis of the MID States' air navigation deficiencies is shown in the Tables and Graphs presented at **Appendices XX** and **XX**.

6.8.5 The meeting reviewed the current status of deficiencies:

- In the AOP field: the total number of AOP deficiencies is nine (9) priority "A". Seven (7) deficiencies related to aerodrome certification; one (1) related to runway physical characteristics; and one (1) related to apron lighting. The lack of implementation of aerodromes' certification represents 78% of these deficiencies.

- In the AIM field: according to the information provided by Libya, Oman and UAE, the meeting agreed to remove the deficiencies reported against Libya, Oman and UAE respectively related to lack of AIRAC adherence, implementation of QMS, terrain and obstacle data sets (two deficiencies); The total number of AIM deficiencies is forty-six (46); forty (40) priority "A" and six (6) priority "B". Twenty-two (22) deficiencies related to eTOD (based on the agreement to include new deficiencies related to the non-provision of TOD for Area 2a/TOFP and OLS); four (4) related to QMS; five (5) related to AIXM; six (6) related to WAC; three (3) related to pre-flight information services; two (2) related to AIP and aeronautical charts; two (2) related to AIRAC adherence; and two (2) related to WGS-84.

- In the ATM field: As reported by MIDRMA and agreed by the meeting the deficiency against Syria related lack of submission of TDS to MIDRMA as well as deficiency against UAE related to the lack of contingency agreement with adjacent FIRs are removed; the total number of deficiencies is sixteen (16); nine (9) priority "A" and seven (7) priority "B". Eight (8) related to the uncompleted signature of contingency agreements; seven (7) related to the non-implementation of planned regional ATS Routes; and one (1) related to unsatisfactory reporting of large Height deviation (LHD) to the MIDRMA.

- In the CNS field: according to the information provided by Oman, the meeting

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agreed to remove the deficiency reported against Oman related to ATS Direct speech circuits. In addition, meeting agreed to add deficiencies against Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Oman, Q the total number of CNS deficiencies is four (4); two (2) priority "A" and two (2) priority "B". Two (2) deficiencies are related to ATS Direct speech circuits, one (1) related to Inter-Regional Communication link with ICAO EUR/NAT Region and one (1) for HF service.

- In the MET field: according to the information provided by Iraq and Oman, the meeting agreed to remove the deficiencies reported against Iraq and Oman respectively related to lack of provision METAR at ORBM and implementation of QMS; the total number of MET deficiencies is eleven (11) priority "A" deficiencies. four (4) related to QMS; and seven (7) related to METAR, TAF, SIGMET.

- In the SAR field: according to the information provided by Iraq, the meeting agreed to remove the deficiencies reported against Iraq related to non-compliance with the carriage of ELT; the total number of deficiencies is nine (9) priority "A". Five (5) related to the lack of implementation of SAR provisions; and four (4) related to non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

6.8.6 The meeting recalled the discussion through the different MIDANPIRG sub-groups meeting and the papers presented to the MIDANPIRG/20, summarized in the following items:

- as reported by MIDRMA, new deficiencies are proposed to be added against Egypt for the high percentage of extended period of expired MMR for Egyptian register aircraft, and Lebanon and Kuwait related to failure of submission of TDS data to the MIDRMA; therefore, the total number of deficiencies in the ATM field would be nineteen (19).

- As reported by CNS SG/12, new deficiencies are proposed to be added against Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan and UAE for not implementing the Priority 1 AIDC/OLDI connection; therefore, the total number of deficiencies in the CNS field would be sixteen (16).

- As reported by MET SG/10, new deficiencies are proposed to be added against Iraq and Jordan related to SADIS service as well as Libya and Sudan related to METAR and TAF services; the total number of MET deficiencies is fifteen (15) priority "A" deficiencies. five (5) related to QMS, eight (8) related to METAR, TAF, SIGMET and WAFS and two (2) related to SADIS.

6.8.7 The meeting agreed to allow for corrective period up to 31 December 2023, then the items in the para above will be included in the MANDD.

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REPORT ON AGENDA ITEM 6: MIDANPIRG WORK PROGRAMME

6.9 *States' Bilateral Coordination*

6.9.1 Several bilateral coordination meetings were conducted between States, to discuss common subjects and pending issues. The States appreciated these arrangements and the collaboration opportunities, which will enhance the implementation of Regional Programmes.

6.9.2 The bilateral meeting between Saudi Arabia and UAE, included the discussion on the following subjects:

1. Free Route Airspace and Saudi Future Airspace Concept (SFAC) implementation plan in Jeddah FIR,
2. SAR agreement,
3. CNS Service Level Agreement (SLA),
4. Update of the LoA,
5. OLDI implementation,
6. Progress on UAE and Saudi Arabia Executive Work Programme.

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REPORT ON AGENDA ITEM 6: MIDANPIRG WORK PROGRAMME

6.10 *MIDANPIRG Working Arrangements*

6.10.1 The subject was addressed in WP/81 presented by the Secretariat. The meeting recalled that MIDANPIRG/19 meeting, through Decision19/27, endorsed the new Edition of the MIDANPIRG Procedural Handbook available at: https://www.icao.int/MID/MIDANPIRG/Pages/Midanpirg_Handbook.aspx.

6.10.2 The meeting recalled that during the MIDANPIRG/19 meeting, Mr. Ahmed Al Jallaf, Assistant Director General Air Navigation, GCAA, UAE, was unanimously elected as Chairman of MIDANPIRG and Mr. Saleh Al Nesf, Head of Integrated Management System QCAA, Qatar, as the First-Vice Chairperson of the Group. Mr. Saleh Al-Harthy, A/DG Air Navigation, Oman CAA, was elected as the Second Vice-Chairperson of the Group during the MIDANPIRG/18 meeting.

6.10.3 The meeting reviewed and updated the MIDANPIRG Organizational Structure.

6.10.4 The meeting noted with concern that the Chair and Vice-Chair positions of the MET SG have been vacant since the MET SG/9 meeting in December 2020; and agreed …

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REPORT ON AGENDA ITEM 6: MIDANPIRG WORK PROGRAMME

Future Work Programme and Dates and Venue of MIDANPIRG/21 and RASG-MID/11

6.11.1 The subject was addressed in WP/61 presented by the Secretariat. The meeting was apprised of the list of air navigation events included in the ICAO MID Office Tentative Schedule of Meetings, Seminars and Workshops "January – December 2023", including the dates of the different MIDANPIRG Sub- Groups meetings.

6.11.2 The meeting agreed that the ICAO MID Office should plan the following air navigation events for 2024:

- SAR Workshop/Seminar
- FF-ICE Workshop

6.11.3 The meeting noted with appreciation the offer made by xxx to host the MIDANPIRG/21 and RASG-MID/11 meetings in May 2024.

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REPORT ON AGENDA ITEM 7: DATES AND VENUE OF MIDANPIRG/21 AND RASG-MID/11

7.1 The meeting received with appreciation an offer by ……to host the MIDANPIRG/21 and RASG-MID/11 meetings. Accordingly, the meeting agreed that the ……..

7.2 The exact dates of the meetings will be coordinated between the ICAO MID Office, the Chairpersons of both Groups and ….

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REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS

8.1 The subject was addressed in ……. presented by ……

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