

MIDANPIRG/23 & RASG-MID/13-REPORT



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Report of the Twenty-Third Meeting of the
Middle East Air Navigation Planning and Implementation Regional Group
and Thirteenth Meeting of the
Regional Aviation Safety Group-Middle East**

MIDANPIRG/23 & RASG-MID/13

(Cairo, Egypt, 14 – 18 June 2026)

The views expressed in this Report should be taken as those of the Regional Planning and Implementation Group and not of the Organization. This Report will, however, be submitted to the ICAO Council and any formal action taken will be published in due course as a Supplement to the Report

Approved by the Meeting
and published by authority of the Secretary General

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PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Twenty-Third Meeting of the Middle East Air Navigation Planning and Implementation Regional Group and the Thirteenth Meeting of the Regional Aviation Safety Group-Middle East (MIDANPIRG/23 & RASG-MID/13) were successfully held in Cairo, Egypt, from 14 to 18 June 2026.

2. OPENING

2.1 The meeting was opened by General Ahmed Abdel-Fattah Sokkar, Vice Chairman of the Egyptian Civil Aviation Authority for Airports and Air Navigation, on behalf of His Excellency Dr. Sameh El-Hefny, Minister of Civil Aviation of Egypt, and Mr. Sameh Fawzy, Chairman of the Egyptian Civil Aviation Authority. General Sokkar welcomed the participants to the Twenty-Third Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/23) and the Thirteenth Meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/13). He emphasized the pivotal role of MIDANPIRG and RASG-MID in advancing air navigation planning, strengthening aviation safety, and shaping the future of civil aviation in the Middle East Region.

2.2 General Sokkar reaffirmed Egypt's steadfast commitment to supporting all initiatives aimed at the effective implementation of ICAO provisions, policies, and regional plans. He noted that the Middle East Region continues to face a range of evolving challenges, including geopolitical developments, rapid technological advancements, environmental concerns, and the growing impacts of climate change on aviation operations. In this context, he stressed that achieving the shared objectives of aviation safety, operational efficiency, capacity, resilience, and environmental sustainability requires strengthened cooperation, close coordination, and sustained collaboration among States, ICAO, and all aviation stakeholders.

2.3 On behalf of ICAO, Mr. Mohamed Rahma, Director of the Air Transport Bureau at ICAO Headquarters and Officer-in-Charge of the ICAO Middle East Office, expressed his sincere appreciation to the Arab Republic of Egypt, in particular the Ministry of Civil Aviation, the Egyptian Civil Aviation Authority (ECAA), and their dedicated support teams, for hosting the MIDANPIRG/23 and RASG-MID/13 meetings in Cairo. He also conveyed his gratitude for the warm welcome, outstanding hospitality, and excellent organization of the meetings, which once again reflected Egypt's unwavering commitment to the advancement of civil aviation and its continued support for the work programme of the ICAO Middle East Office.

2.4 Mr. Rahma highlighted that air transport demand in the Middle East Region has continued to grow significantly, reaching record levels and with further sustained growth projected in the coming years. He noted that this trend will place increasing pressure on airspace and aerodrome capacity, requiring the optimization of available airspace and airport infrastructure through the implementation of modern, efficient, and innovative systems to accommodate traffic growth while maintaining the highest levels of safety, efficiency, and sustainability. He further observed that the continuing conflicts affecting parts of the Region remain a major challenge to the safety and efficiency of international air traffic operations. In this regard, he commended States and stakeholders for their exceptional efforts in managing traffic flows in and around conflict-affected areas, implementing contingency measures, coordinating closely with military authorities, and providing safe and efficient alternative routing options. He also underlined the international recognition received by the ICAO Middle East Contingency Coordination Team (CCT) framework as an effective model for regional cooperation and coordination and expressed his appreciation to all those who have contributed to its success.

2.5 In concluding his remarks, Mr. Rahma encouraged all States and stakeholders to maintain their strong commitment to the implementation of ICAO Standards and Recommended Practices (SARPs), regional air navigation plans, and aviation safety initiatives. He emphasized that continued cooperation, coordination, and partnership among all stakeholders are essential to ensuring that air transport in the Middle East Region remains safe, secure, efficient, resilient, and environmentally sustainable for the benefit of all.

3. ATTENDANCE

3.1 The meeting was attended by a total of One Hundred and Sixty Five (165) participants from twelve (12) MID States (Bahrain, Egypt, Iraq, Kuwait, Lebanon, Libya, Oman, Qatar, Saudi Arabia, Sudan, UAE, Yemen) and one (1) State from outside the Region (USA), and nine (9) International Organizations/Industries (ACAO, ACI, CANSO, IATA, IFAIMA, IFALPA, IFATCA, IFATSEA and MIDRMA). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1 Mr. Ahmed Al Jallaf, Chairperson of MIDANPIRG, and Mrs. Rawya Nasser Al Adawi, First Vice-Chairperson of RASG-MID, chaired the meetings.

4.2 Mr. Mohamed Khalifa Rahma, Officer in Charge of the ICAO Middle East Office, acted as the Secretary of the meetings, supported by Mr. Mohamed Smaoui, Deputy Regional Director and the following Regional/Technical Officers:

From the ICAO MID Office, Cairo:

Mr. Mashhor Alblowi	Regional Officer, Flight Safety
Mr. Mohamed Chakib	Regional Officer, Safety Implementation
Mr. Mohamed Iheb Hamdi	Regional Officer, Aerodromes and Ground Aids
Mr. Radhouan Aissaoui	Regional Officer, Information Management
Mr. Ahmad Amireh	Regional Officer, Air Traffic Management and Search and Rescue
Mr. Ahmad Kaveh	Regional Officer, Air Traffic Management

The meeting was also supported by the following team from ICAO Headquarters:

Mr. Pascal Lucini	Deputy Director, Air Navigation and Aviation Safety, ANB
Ms. Muna AlNadaf	Technical Officer, CNS, ANB

The meeting was also supported by Mrs. Nino Gelovani, Regional Officer, ANS Implementation/MET, EUR/NAT Office who participated online. Mr. Mazen Ghattas, Field Operations Officer, CDI attended the meeting.

5. LANGUAGE

5.1 The discussions were conducted in English. Documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

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- Agenda Item 1:** Adoption of the Provisional Agenda (*Plenary*)
- Agenda Item 2:** Global and Regional Developments (*Plenary*)
- 2.1 Review of the ANC report on MIDANPIRG/22 and RASG-MID/12 Meetings
 - 2.2 ICAO Global and Regional Aviation Safety and Air Navigation developments
 - 2.3 Update from States and International Organizations
- Agenda Item 3:** Coordination between MIDANPIRG and RASG-MID (*Plenary*)
- 3.1 Follow-up on the PIRG/RASG MID Conclusions and Decisions
 - 3.2 Safety Subjects of interest to MIDANPIRG
 - 3.3 Air Navigation Subjects of interest to RASG-MID
 - 3.4 MID Region Aerodromes Priorities and Challenges
- Agenda Item 4:** RASG-MID Work Programme (*RASG-MID/13*)
- 4.1 Follow-up on the RASG-MID/12 Conclusions and Decisions
 - 4.2 Outcomes of the RASG-MID Groups (ASRG, SEIG, SPIG and AIIG)
 - 4.3 Other Emerging Safety Matters
 - 4.4 USOAP SSP/SMS Workshop
- Agenda Item 5:** MIDANPIRG Work Programme (*MIDANPIRG/23*)
- 5.1 Follow-up on MIDANPIRG/22 Conclusions and Decisions
 - 5.2 Global, Regional and National Air Navigation Plans (GANP, MID ANP and NANPs)
 - 5.3 AIM
 - 5.4 PBN
 - 5.5 AGA-AOP
 - 5.6 ATM-SAR
 - 5.7 CNS
 - 5.8 MET
 - 5.9 Air Navigation Deficiencies
 - 5.10 States' bilateral coordination meetings
- Agenda Item 6:** MIDANPIRG & RASG-MID Working Arrangements (*Plenary*)
- 6.1 Working Arrangements of MIDANPIRG & RASG-MID
 - 6.2 MIDANPIRG & RASG-MID Future Work Programme
- Agenda Item 7:** Any other business (*Plenary*)

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The MIDANPIRG and RASG-MID record their actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and
- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups.

8. LIST OF CONCLUSIONS AND DECISIONS

<i>RASG-MID CONCLUSION 13/1:</i>	<i>14TH ASR</i>
<i>RASG-MID CONCLUSION 13/2:</i>	<i>SHARING OF SAFETY DATA ANALYSIS</i>
<i>RASG-MID CONCLUSION 13/3:</i>	<i>IMPLEMENTATION PROGRESS ON THE SAFETY ENHANCEMENT INITIATIVES (SEI)</i>
<i>RASG-MID CONCLUSION 13/4:</i>	<i>ISSUANCE OF TEMPORARY EXEMPTIONS GUIDANCE MATERIAL</i>
<i>RASG-MID CONCLUSION 13/5:</i>	<i>REMOTE SAFETY OVERSIGHT GUIDANCE MATERIAL</i>
<i>RASG-MID CONCLUSION 13/6:</i>	<i>JUDICIAL ENFORCEMENT FOR AVIATION INSPECTORS GUIDANCE MATERIAL</i>
<i>RASG-MID CONCLUSION 13/7:</i>	<i>DEVELOPMENT OF NATIONAL AVIATION SAFETY PLAN (NASP) IN MID STATES</i>
<i>RASG-MID CONCLUSION 13/8:</i>	<i>MID-RASP 2026-2028 EDITION</i>
<i>RASG-MID CONCLUSION 13/9:</i>	<i>DEVELOPMENT OF SSP IN MID STATES</i>
<i>RASG-MID DECISION 13/10:</i>	<i>RASG-MID PROCEDURAL HANDBOOK</i>
<i>MIDANPIRG CONCLUSION 23/1:</i>	<i>NEW AIR NAVIGATION PLAN VOL III TEMPLATE</i>
<i>MIDANPIRG CONCLUSION 23/2:</i>	<i>NEW MID AIR NAVIGATION PLAN VOL III</i>
<i>MIDANPIRG CONCLUSION 23/3:</i>	<i>MID AIR NAVIGATION REPORT -2025</i>
<i>MIDANPIRG CONCLUSION 23/4:</i>	<i>MID AIR NAVIGATION REPORT -2026</i>
<i>MIDANPIRG CONCLUSION 23/5:</i>	<i>DEVELOPMENT OF ANS MONITORING DASHBOARD</i>
<i>MIDANPIRG DECISION 23/6:</i>	<i>AIR NAVIGATION INTEGRATED PLANNING SUB-GROUP</i>
<i>MIDANPIRG CONCLUSION 23/7:</i>	<i>MID REGIONAL SWIM FRAMEWORK</i>
<i>MIDANPIRG DECISION 23/8:</i>	<i>MIDAD PROJECT</i>
<i>MIDANPIRG CONCLUSION 23/9:</i>	<i>REGIONAL PLAN FOR THE PROVISION OF DIGITAL DATA SETS</i>

<i>MIDANPIRG CONCLUSION 23/10:</i>	<i>PBN AND CCO/CDO WORKSHOP</i>
<i>MIDANPIRG DECISION 23/11:</i>	<i>PBN SUB-GROUP TERMS OF REFERENCE</i>
<i>MIDANPIRG CONCLUSION 23/12:</i>	<i>UPDATE OF THE LIST OF AERODROMES IN THE MID AIR NAVIGATION PLAN AOP TABLE I-I</i>
<i>MIDANPIRG CONCLUSION 23/13:</i>	<i>MID RVSM SMR 2025</i>
<i>MIDANPIRG CONCLUSION 23/14:</i>	<i>MAINTAIN COMPLIANCE WITH MINIMUM MONITORING REQUIREMENTS (MMRS)</i>
<i>MIDANPIRG CONCLUSION 23/15:</i>	<i>MID RVSM SMR 2026</i>
<i>MIDANPIRG DECISION 23/16:</i>	<i>PROCEDURE OF HANDING THE ARCHIVED ADS-B DATA FOR RVSM HEIGHT MONITORING</i>
<i>MIDANPIRG CONCLUSION 23/17:</i>	<i>MID ADS-B HEIGHT MONITORING SYSTEM (MID AHMS)</i>
<i>MIDANPIRG CONCLUSION 23/18:</i>	<i>IMPLEMENTATION OF REDUCED LONGITUDINAL SEPARATION IN THE MID REGION</i>
<i>MIDANPIRG CONCLUSION 23/19:</i>	<i>CROSS REGIONAL COORDINATION</i>
<i>MIDANPIRG CONCLUSION 23/20:</i>	<i>MID ATFM PLAN WITH APPLICABILITY AREA</i>
<i>MIDANPIRG CONCLUSION 23/21:</i>	<i>EFFICIENCY OF THE AMHS NETWORK OPERATION IN THE MID REGION</i>
<i>MIDANPIRG CONCLUSION 23/22:</i>	<i>AFS INTER-REGIONAL COORDINATION</i>
<i>MIDANPIRG CONCLUSION 23/23:</i>	<i>CAPACITY BUILDING ACTIVITIES ON AMHS/AMC</i>
<i>MIDANPIRG DECISION 23/24:</i>	<i>MIDAMC STG AMENDED TERMS OF REFERENCE</i>
<i>MIDANPIRG DECISION 23/25:</i>	<i>MID IP Network Action Group</i>
<i>MIDANPIRG CONCLUSION 23/26:</i>	<i>FREQUENCY CONGESTION</i>
<i>MIDANPIRG CONCLUSION 23/27:</i>	<i>MITIGATING INTERFERENCE THROUGH EFFECTIVE SPECTRUM REGULATORY MEASURES AND ENFORCEMENT</i>
<i>MIDANPIRG CONCLUSION 23/28:</i>	<i>COORDINATION AND ADVOCACY FOR THE PROTECTION OF THE RADIO ALTIMETER BAND IN WRC-27</i>
<i>MIDANPIRG CONCLUSION 23/29:</i>	<i>STRENGTHENING REGIONAL PREPAREDNESS AGAINST GNSS RFI DISRUPTIONS</i>
<i>MIDANPIRG CONCLUSION 23/30:</i>	<i>REVISION OF THE GNSS-RELATED DOCUMENTS IN THE MID REGION</i>

<i>MIDANPIRG DECISION 23/31:</i>	<i>NAVIGATIONAL OPERATIONAL NETWORKS-NAV MON ACTION GROUP</i>
<i>MIDANPIRG CONCLUSION 23/32:</i>	<i>ENHANCING MODE S INTERROGATOR CODES MANAGEMENT PROCESS</i>
<i>MIDANPIRG CONCLUSION 23/33:</i>	<i>MID REGION SURVEILLANCE PLAN</i>
<i>MIDANPIRG DECISION 23/34:</i>	<i>DISSOLUTION OF ACS WG</i>
<i>MIDANPIRG CONCLUSION 23/35:</i>	<i>STRENGTHENING IMPLEMENTATION AND OPERATIONAL USE OF GLOBAL ADVISORIES IN THE MID REGION</i>
<i>MIDANPIRG CONCLUSION 23/36:</i>	<i>SADIS FOCAL POINT INFORMATION</i>
<i>MIDANPIRG CONCLUSION 23/37:</i>	<i>STRENGTHENING SIGMET AND VOLCANIC ASH SIGMET ISSUANCE IN THE MID REGION</i>
<i>MIDANPIRG CONCLUSION 23/38:</i>	<i>MID REGION IWXXM IMPLEMENTATION STATUS</i>
<i>MIDANPIRG DECISION 23/39:</i>	<i>AIR NAVIGATION DEFICIENCIES</i>
<i>MIDANPIRG CONCLUSION 23/40:</i>	<i>AIR NAVIGATION DEFICIENCIES POLICY AND METHODOLOGY</i>
<i>MIDANPIRG DECISION 23/41:</i>	<i>MIDANPIRG PROCEDURAL HANDBOOK</i>

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.

REPORT ON AGENDA ITEM 2: GLOBAL AND REGIONAL DEVELOPMENTS
2.1 *Review of the ANC Report on MIDANPIRG/22 and RASG-MID/12 Meetings*

2.1.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting was apprised of the outcomes of the ANC review of the MIDANPIRG/22 and RASG-MID/12 report. The Secretariat highlighted the quality of the report and the congratulations of the President of the ANC for the achievements in the region, as well the appreciation expressed in the ANC report for the global increase in Effective Implementation throughout the region, for the establishment of the MENA RSOO, and for the successful efforts in planning towards the implementation of FF-ICE. The Secretariat also mentioned the challenges reviewed in the ANC report, including the cross-region ones - conflict zones and unrest, GNSS radiofrequency interference and airspace issues contributing in some cases to Large Height Deviations (LHD) – and the more specific issues – NASP and SSP coordination, insufficient human and financial resources in some of the States of the region, and the financial challenges of the MID Flight Procedures Programme (MID FPP). The Secretariat reiterated the interest of the ANC in receiving the MIDANPIRG's proposals for working arrangements.

2.1.2 The Secretariat presented the Consolidated Report to the Council on PIRGs and RASGs 2024-2025. In particular, this report highlighted the need to work on accurate and complete safety data beyond AIG, the vigilance to be observed as regards the participation to PIRGs and RASGs meetings at the appropriate level by Member States, the initiative of the ANC to identify the root causes of the global challenges and the encouragement to the Regions to share their respective working arrangements.

2.2 *ICAO GLOBAL AND REGIONAL AVIATION SAFETY AND AIR NAVIGATION DEVELOPMENTS****Global Air Navigation and Safety Developments – Outcomes of A42***

2.2.1 The subject was addressed in PPT/3 presented by the Secretariat. The meeting was apprised of the outcomes of the 42nd ICAO Assembly (A42) including inter alia:

- Global Plans (GASP and GANP), with the latest editions of both plans adopted during the 42nd Assembly;
- The question of whether the Pilot Age Limit should be raised, to be based on solid medical data ;
- Air Traffic Management particularly the need for cross-regional airspace optimization strategy over high seas and globally harmonized approach for FF-ICE implementation;
- Search and Rescue, with a particular focus on cross-border emergency response and efforts to be undertaken to mitigate non-distress activations of ELT(DT)s;
- MET & SWIM, with the need for mitigation of safety risks from hazardous meteorological events (HMEs) and challenges related to SWIM;
- Communication, Navigation and Surveillance (CNS);
- GNSS RFI, including the need for ICAO to expedite efforts to standardize GNSS RFI related solutions
- Halon Replacement to ensure the continued availability of fire extinguishers for aircraft;
- USOAP CMA;
- Conflict Zones.

Enhancing Regional Collaboration to provide better Implementation Support to States with Highest Needs

2.2.2 The subject was addressed in PPT/4 presented by the Secretariat. The meeting was briefed by Mr. Mohamed Khalifa Rahma on MID Office vision for further enhancing regional collaboration and implementation support across the MID Region. The vision builds upon ICAO's global strategic goals and priorities and the MID Region NCLB Strategy, focusing on needs-based prioritization, regional solidarity, coordinated partnerships, practical implementation support, and sustainable capability development.

2.2.3 The meeting noted the importance of adapting regional support mechanisms to evolving operational realities and welcomed the proposed approach to strengthen coordinated implementation support and sustainable implementation outcomes across the Region, including the development and implementation of tailored action plans for States with the highest needs and the mobilization of support from ICAO, States, regional and international organizations, industry, donors, and other partners to better align regional capabilities with identified needs and enhance implementation effectiveness.

MID Region state of Air Transport

2.2.4 The subject was addressed in PPT/5 presented by the Secretariat. The meeting was apprised of the state of air transport in the MID Region. The following was highlighted:

- The global passenger and cargo traffic between 1970 and 2024, have demonstrated remarkable long-term growth, reflecting the resilience and strategic importance of the aviation sector to the global economy.
- By 2024, global aviation had not only recovered from the pandemic but surpassed pre-crisis levels. Compared with 2019, passenger traffic increased by 5.0 per cent, while air cargo traffic grew by 6.8 per cent.
- With regard to the traffic performed in the MID Region, both passenger and freight traffic have maintained positive growth trajectories since the post-pandemic recovery period.
- In relation with flight operations in the MID Region between late February and the end of May 2026, at the onset of the disruption, daily traffic fell dramatically from approximately 5,100 flights per day to 1,677 flights, representing a reduction of nearly 67 per cent. Following the initial shock, flight operations began a gradual recovery. By the end of May 2026, daily traffic had recovered to approximately 3,700 flights per day. Although this represents a substantial improvement from the lowest point observed during the crisis, traffic levels remained well below the pre-disruption baseline of over 5,000 daily flights. The upward trend line nevertheless suggests that recovery is ongoing and that the region is gradually rebuilding connectivity and operational activity.
- The MID Region has been one of the fastest-growing aviation markets in the world. Between 1995 and 2018, passenger traffic expanded at an average annual growth rate of 9.9 per cent, driven by rapid economic development, strategic geographic positioning, and the emergence of major global hub carriers. During this period, the region transformed into a critical gateway connecting Asia, Europe and Africa. Although the pandemic caused an unprecedented decline in traffic during 2020, the recovery was rapid and traffic returned to its long-term growth trajectory within a few years. Looking ahead, ICAO forecasts continued expansion through 2050 under all scenarios. Even under the conservative scenario, passenger traffic is projected to grow by 3.5 per cent annually, while the medium and high scenarios project growth rates of 4.3 per cent and 5.0 per cent, respectively.

- The pandemic caused a sharp decline in departures in 2020, but the market recovered in the following years. Looking ahead, passenger departures are projected to continue increasing through 2050, although at a more moderate pace, with an average annual growth rate of 3.2 per cent between 2018 and 2050.

USOAP SSP/SMS Update

2.2.5 The subject was addressed in PPT/6 presented by the Secretariat. The meeting was briefed on recent developments related to the integration of State Safety Programme (SSP) and Safety Management System (SMS) elements into the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA). Additional information on the implementation aspects and related requirements was provided through the SSP/SMS Workshop conducted under the RASG-MID/13 meeting agenda.

Regional Cooperation

2.2.6 The subject was addressed in PPT/7 presented by ACAO. It was highlighted that ACAO and ICAO MID coordination continued through, in particular, the conduct of joint activities, in accordance with the Regional Coordination Programme for 2022 – 2025, which contributed to the achievement of the GASP, MID-RASP, GANP and MID ANP goals and objectives. The meeting was apprised of the outcomes of the ACAO/ICAO MID ANS Safety Oversight Workshop (Rabat, Morocco, 18-22 May 2026). The presentation highlighted also some of the achievements of the Middle East and North Africa AIG Regional Coordination Mechanism (MENA ARCM); and emphasized on the importance of cooperation between all International and Regional Organizations for the benefit of States.

MID Region Contingency Coordination situation – Briefing and Lessons Learned

2.2.7 The subject was addressed in PPT/8 presented by the Secretariat. The meeting recalled the ICAO SARPs related to contingency planning, civil military coordination and safety measures relating to military activities potentially hazardous to civil aircraft operations. In addition, the MID Regional ATM Contingency Plan (MID Doc 003). The meeting was briefed about the ongoing work, content and methodology of the new Regional ATM Contingency Framework (RACF). The meeting reiterated that the objective of the new RACF aiming for across regional collaboration and harmonization, considering that the impact of any contingency event on international traffic flows is, in most cases, inter-regional.

2.2.8 The meeting was briefed on the situation of the current contingency situations in the MID Region, Khartoum FIR ATM Contingency, and the MID Region Political Tension Contingency.

2.2.9 The meeting appreciated the efforts by MID States in managing the contingency situation within the Region; and the swift coordination and cooperation with the MID Contingency Coordination Team (MID CCT), which enabled the swift exchange of operation data between States and ANSPs.

2.2.10 The meeting reviewed the lessons learned and challenges related to the contingency management, based on the experience gained from the frequent situations occurring within the Region. The meeting noted that the advance sharing of plans would support the success and efficiency of the contingency measures' implementation and invited all the stakeholders to share ahead plans related to the implementation of any contingency measures, including States/ANSPs and Air Operators.

2.3 UPDATE FROM STATES AND INTERNATIONAL ORGANIZATIONS

Cairo FIR Challenges

2.3.1 The subject was addressed in PPT/9 presented by Egypt. The meeting noted the contingency measures implemented during the MID Region Tension within Cairo FIR. The meeting noted that Cairo ACC handled about 226% of the regular traffic at the extreme of the crisis in a professional and safe manner, in coordination with the relevant neighbouring States in the MID and EUR/NAT Regions, and with the ICAO MID Office through the CCT process. The meeting appreciated the efforts made by Egypt during several contingency situations occurred in the Region.

The Modern Evolution of Air Traffic Management and New Air Routes

2.3.2 The subject was addressed in PPT/10 presented by Egypt, which highlighted the need for modern of Air Traffic Management and new ATS routes network to support the growing demand on Cairo FIR; to improve efficiency, protecting the environment, and ensuring safety. The meeting noted with appreciation the new route network implemented within Cairo FIR to support the initiative to reduce crossing points and develop a strategically separated network, to reduce ATC workload while supporting the international traffic flow.

From ATM Concepts to Operational Implementing

2.3.3 The subject was addressed in PPT/58 presented by Egypt. Egypt presented a strategic vision for the transition to ATM, including collaborative planning, ICAO GANP Alignment, Dynamic routes management, and active management of airspace capacity and traffic flow, planned to be implemented by the National Airspace Management Centre (NASMC), in coordination with Military and civil airspace users, Air Navigation Service provider, and other ATFM Stakeholders. To support the implementation of FUA, RAD, information management and other enablers towards the implementation of Trajectory Based Operations (TBO) and FF-ICE.

Update from Sudan

2.3.4 The subject was addressed in PPT/12 presented by Sudan. The meeting recalled that the contingency situation in Sudan and the activities of the Khartoum ATM Contingency Coordination Team (CCT) have started since April 2023; and reported that the traffic operating on the established contingency routes continued growing and reached 1747 overfly traffic during March 2026. While the arrivals and departures of Port Sudan airport reached 700 movements during April 2026. Additionally, Sudan reported that Khartoum airport resumed operations beginning of the 2026 and reached 252 domestic flight movements during April 2026.

2.3.5 The meeting was apprised of the current development of the civil aviation system recovery, including the availability of technical human resources, training and capacity building, and the restoration of the facilities particularly related to CNS and AIS. Sudan informed the meeting on the restoration of Khartoum Airport for international flights (ref. Sudan AIP SUPP 01/26, effective 11 June 2026), and the ongoing progress on completing the operational requirements to connect the airport with the ATS route structure within Khartoum FIR and the adjacent FIRs.

2.3.6 Additionally, Sudan updated the meeting on the status of drafting the Proposal for Amendment (PfA) to the AFI and MID ANPs for the delineation of Khartoum FIR and establishment of new Juba FIR, jointly developed with South Sudan.

State of Civil Aviation System in Lebanon

2.3.7 The subject was addressed in PPT/53 presented by Lebanon. The meeting was apprised of recent developments in the civil aviation sector in Lebanon following the establishment of the Lebanese Civil Aviation Authority (LCAA) in February 2026. The presentation highlighted progress achieved in strengthening the regulatory and institutional framework, including the modernization of national aviation regulations, enhancement of safety oversight capabilities, implementation of SSP-related initiatives, environmental programmes, and the development of aviation training capacity through the reactivation of the Civil Aviation Safety Center (CASC) in Beirut. The meeting further noted the training of Air Traffic Controllers and ongoing efforts to position CASC as a sustainable national and regional aviation training Centre.

2.3.8 The meeting noted Lebanon's request for continued ICAO support through the planned multidisciplinary gap analysis mission, capacity-building activities, regulatory modernization initiatives, safety management implementation, and digital transformation programmes. The meeting encouraged partners and stakeholders to support Lebanon's efforts aimed at strengthening institutional capacity, enhancing safety oversight effectiveness, and achieving sustainable compliance with ICAO requirements.

Update by Libya: Air Navigation Developments (2023-2026): Progress, Achievements, and Future Plans

2.3.9 The subject was addressed in PPT/52 presented by Libya. The meeting noted recent developments in Libya's air navigation services and infrastructure. Libya highlighted the strategic importance of the Tripoli FIR as a key regional air corridor linking the EUR, AFI and MID Regions, supporting growing overflight traffic and regional connectivity. Significant achievements during 2023–2026 included the implementation of the AMHS system, restructuring of ATS routes, enhancement of communication infrastructure, establishment of contingency arrangements, updating of regulatory frameworks, and strengthening coordination with neighbouring States.

2.3.10 The meeting further noted ongoing initiatives related to radar and ADS-B deployment, VHF network expansion, navigation aid upgrades, PBN implementation, aerodrome surveys, and the transition from AIS to AIM. Future plans include further modernization of air navigation systems, advancement of digital transformation and SWIM readiness, enhancement of surveillance coverage, and continued alignment with ICAO provisions and regional air navigation priorities.

2.3.11 The meeting noted that continuing airspace restrictions affecting portions of Libyan airspace remain a significant challenge, impacting traffic growth, operational recovery, and the full realization of the State's air navigation potential. The need for specialized technical training and capacity-building in advanced ANS domains was also identified as a priority.

2.3.12 The meeting commended Libya for the progress achieved despite the challenges faced and encouraged continued cooperation with ICAO and neighbouring States in support of the implementation of its development programmes.

Strengthening Pre-Flight Information Service in Yemen

2.3.13 The subject was addressed in PPT/70 presented by Yemen. The meeting was apprised of Yemen's experience in addressing a deficiency related to the provision of Pre-Flight Information Services (PFIS) at international airports. The presentation highlighted the measures implemented to strengthen AIS operational capability, including the recruitment and training of AIS personnel, deployment of staff to support PFIS functions, and implementation of structured on-the-job training programmes.

Effective SAR Coordination and Evidence Based Assessment in the MID Region

2.3.14 The subject was addressed in WP/54 presented by UAE. The meeting emphasized that the Annex 12 requirements should be the basis of the SAR system implementation. The meeting recalled the discussion during the ICAO Assembly 42 on the same subject and noted that the ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue (JWG-SAR) were considering the matter with a view to IAMSAR amendments. The meeting further recalled the A42 recognition of the need to review the evidence used in assessing effective implementation related to coordination between SAR Organizations. The meeting noted that the next JWG-SAR is planned in November 2026, in Malmo, Sweden; additionally, the meeting deferred the relevant discussion to the MID ATM SG.

Harnessing Artificial Intelligence to enhance aviation safety and efficiency

2.3.15 The subject was addressed in WP/61 presented by USA. The meeting noted the FAA approach to harnessing Artificial Intelligence (AI) as a strategic enabler to enhance aviation safety and efficiency through improved data fusion, advanced analytics, anomaly detection and predictive safety intelligence. The meeting was informed that AI provides an opportunity to support the evolution of aviation safety management from a reactive model based on accident and incident investigation towards a proactive, predictive and progressively prognostic approach, enabling earlier identification of hazards and precursor conditions. The meeting was also apprised of the development of the Aviation Safety Intelligence Platform (ASIP), which uses shared AI/ML infrastructure to generate timely and actionable safety intelligence while supporting collaboration between the FAA and industry stakeholders.

2.3.16 The meeting emphasized that AI should be deployed in a safe, ethical, transparent, secure and reliable manner, and should support, rather than replace, expert human judgement. The meeting highlighted the importance of a use-case driven approach, supported by high-quality and well-governed data, appropriate technical infrastructure, AI-ready workforce capabilities, and robust oversight and accountability mechanisms. The meeting further encouraged States and stakeholders to consider the application of AI in safety management and operational efficiency, while promoting a positive reporting culture, protection and de-identification of safety data, transparency of analytics, and cooperation on common frameworks for the testing, validation and verification of AI systems.

REPORT ON AGENDA ITEM 3: COORDINATION BETWEEN MIDANPIRG AND RASG-MID**3.1 *Follow-up on the PIRG/RASG MID Conclusions and Decisions***

3.1.1 The subject was addressed in WP/13 presented by the Secretariat. The meeting reviewed the progress made for the implementation of the PIRG-RASG Conclusions and Decisions as at **Appendix 3.1A**.

3.2 *Safety Subjects of interest to MIDANPIRG****MID Region Safety priorities and Status of Safety Performance***

3.2.1 The subject was addressed in PPT/14 presented by the Secretariat.

3.2.2 Based on the analysis of the reactive and proactive safety information for the period 2020-2024, 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); and
- e. Runway Incursion- (RI).

3.2.3 In line with GASP 2026-2028 Edition, the meeting noted that SCF-NP and TURB are considered as other regional occurrence categories. In addition, the meeting noted that safety issues have been identified and mapped to their respective potential accident outcomes.

Organizational issues

- a. States' Safety Oversight Capabilities;
- b. Safety management;
- c. Human Factors & Human Performance;
- d. Competence of personnel; and
- e. Risk interdependencies.
 - Cybersecurity risks
 - GNSS Interference Risks
 - aviation health safety (AHS) risks
 - Risks arising from conflict zones, and
 - Security risks with an impact on aviation safety.

Emerging Safety Issues

3.2.4 The meeting noted that the following have been identified as Emerging Safety Issues: Advanced Air Mobility (AAM) and New Entrants including UAS and EVTOL.

3.2.5 The meeting was apprised of the status of the MID Region Safety performance.

MID-RASP 2026-2028: IMPLICATIONS FOR AIR NAVIGATION

3.2.6 The subject was addressed in PPT/15 presented by the Secretariat. The meeting was apprised of the development of RASP-MID 2026-2028 Edition including the Safety Enhancement initiatives (SEIs) and the MID Region Safety Performance Measurement and Monitoring (SPMM).

3.2.7 The meeting was briefed that the MID Regional Aviation Safety Plan (MID-RASP) presents the strategic direction for the management of aviation safety at the regional level. It constitutes the regional safety plan for the MID Region, setting out the strategic priorities, main risks affecting the regional aviation system, and the necessary actions to mitigate those risks to further improve aviation safety.

3.2.8 The meeting noted that, in order to effectively address regional operational risks, organizational safety challenges, and emerging aviation safety issues, a total of 18 Safety Enhancement Initiatives (SEIs) comprising 58 associated safety actions have been developed.

3.2.9 The meeting further noted that the SEIs provide a structured framework for coordinated action by States, industry stakeholders, and regional safety partners to address the MID Region's key safety priorities.

3.2.10 The meeting encouraged States and stakeholders to actively support the implementation and monitoring of the MID-RASP to achieve the region's safety objectives and targets.

CAPACITY DEVELOPMENT FOR ADVANCED AIR MOBILITY AND EMERGING TECHNOLOGIES

3.2.11 The subject was addressed in WP/55 presented by UAE. The meeting noted with appreciation the UAE's experience in supporting capacity development and regulatory preparedness for Advanced Air Mobility (AAM) and emerging technologies, in response to RASG-MID Conclusion 12/6. The meeting was informed that the UAE programme, conducted in cooperation between the GCAA, Technology Innovation Institute (TII), ASPIRE, industry and research organizations, addresses regulatory frameworks, operational concepts, data governance, interoperability considerations and stakeholder engagement.

3.2.12 The meeting recognized that MID States are at different levels of preparedness for AAM implementation and emphasized the importance of early regulatory readiness, safety risk management, performance-based and technology-neutral approaches, and close coordination among regulators, ANSPs, airport operators, industry, academia and technology providers.

3.2.13 The meeting encouraged the periodic exchange of experiences, lessons learned and best practices among MID States and relevant stakeholders, with a view to avoiding duplication of effort, supporting capacity development, and promoting the safe and harmonized integration of AAM and other emerging technologies within the MID Region.

3.3 Air Navigation Subjects of interest to RASG-MID***SAFETY ISSUES IDENTIFIED IN THE RVSM SMR-2025***

3.3.1 The subject was addressed in PPT/16 presented by the Secretariat. The meeting was apprised of the results of the Safety Monitoring Report (SMR) 2025, particularly related to the opened safety protocols at the regional interfaces and the current list of Minimum Monitoring Requirement including the status of the RVSM approvals for the Aircraft registered within the MID Region. In this regard, the meeting noted that out of 2099, 98 Aircraft are yet to be monitored, in accordance with the MIDRMA MMR requirements.

3.3.2 The meeting invited all member States to review and adhere to their MMRs, which are accessible on the MIDRMA website (www.midrma.com).

GNSS RADIO FREQUENCY INTERFERENCE (RFI)

3.3.3 The subject was addressed in PPT/17 presented by the Secretariat. The meeting was apprised of the ICAO GNSS RFI roadmap comprising ICAO short-, medium-, and long-terms actions and activities.

3.3.4 It was highlighted that a regional GNSS RFI monitoring network with near real time capabilities could enhance aviation safety and security. The system would enable detection of interference events and deliver timely alerts to ATC and pilots, supporting faster responses and effective mitigation.

GNSS RFI IN EGYPT – CHALLENGES AND MITIGATION STRATEGIES

3.3.5 The subject was addressed in PPT/11 presented by Egypt. The meeting acknowledged the challenges and operational impact associated with the GNSS RFI and noted Egypt's efforts to establish a backup conventional navigation network.

RADIO ALTIMETER

3.3.6 The subject was addressed in PPT/18 presented by the Secretariat. The meeting recalled the issue of 5G interference with radio altimeter, which in 2022 had a significant impact and disrupted aviation operations in several airports. This interference stemmed from 5G transmitters operating in spectrum bands adjacent to those used by radio altimeters.

3.3.7 The meeting noted with concern that the World Radiocommunication Conference in 2027 (WRC-27) will consider allocating additional spectrum adjacent to the radio altimeters' band for International Mobile Telecommunications (IMT), pending the outcome of ITU studies. However, these studies currently lack assessment of critical scenarios arising during abnormal or severe weather when aircraft may deviate below normal glide paths and operate dangerously close to terrain or obstacles. In these conditions, the radio altimeter serves as a vital lifesaving sensor. If interference corrupt radio altimeter data at the wrong moment, the consequences could be catastrophic.

3.4 MID Region Aerodromes Priorities and Challenges

3.4.1 The subject was addressed in PPT/19 presented by the Secretariat, which provided an overview of the future Aerodromes and Ground Aids/Aerodrome Operations (AGA-OPS) priorities and challenges for the MID Region. The meeting highlighted the need to maintain close coordination between MIDANPIRG and RASG-MID on matters of common interest related to aerodrome safety, operational efficiency, runway safety, aerodrome certification, surface movement safety, and implementation of emerging ICAO provisions and regional initiatives.

REPORT ON AGENDA ITEM 4: RASG-MID WORK PROGRAMME (*RASG-MID/13*)**4.1 Follow-up on the *RASG-MID/12* Conclusions and Decisions**

4.1.1 The subject was addressed in WP/20 presented by the Secretariat. The meeting was apprised of the progress achieved in the implementation of the *RASG-MID/12* Conclusions and Decisions as at **Appendix 4A**.

4.2 Outcomes of the *RASG-MID* Groups (*ASRG, SEIG, ASPIG and AIIG*)***ASRG Outcomes***

4.2.1 The subject was addressed in WP/22 and PPT/23 presented by the Secretariat. The meeting noted that Eng. Moaz Hezzi, Airworthiness Inspector / Aviation Safety and Quality expert, Oman, and Eng. Mohamed El-Tobgy, Lead Safety Investigator, Egypt, were unanimously elected as the Chairperson and Vice-Chairperson of the Annual Safety Report Group (ASRG), respectively.

4.2.2 The meeting was apprised of the MID Region safety priorities.

4.2.3 Based on the analysis of the reactive and proactive safety information for the period 2020-2024, 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); and
5. runway Incursion- (RI).

4.2.4 In line with GASP 2026-2028 Edition, other considered regional occurrence categories: SCF-NP and TURB

4.2.5 In addition to this, safety issues have been identified and mapped to their respective potential accident outcomes.

Regional Organizational issues***States' Safety Oversight Capabilities***

4.2.6 USOAP-CMA audits had identified that State's inability to effectively oversee aviation operations remains a global concern. In respect of the MID Region, the regional average overall Effective Implementation (EI) (13 out of 15 States have been audited) is approx. 77.36 %, which is above the world average 70.41% (as of 8 June 2026). Three (3) States are currently below EI 60.

4.2.7 The MID Office continues to support States in strengthening their safety oversight capabilities through capacity-building activities and technical assistance missions.

4.2.8 Moreover, the effective implementation in certification, surveillance, and resolution of Safety concerns needs to be improved.

Safety Management

4.2.9 States should build upon fundamental safety oversight systems to fully 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 approximately 79%.

4.2.10 An SSP requires increased collaboration across operational domains to identify hazards and manage risks. Aviation authorities and organizations should anticipate new emerging threats and associated challenges by developing SRM principles. 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 RASG-MID supported the establishment and activation of the MENA RSOO, with a primary objective to assist member States to develop and implement SSP. Recognizing the challenges faced by States in developing their SSPs, the MID Office has organized various workshops and activities focused on SSP implementation, including Safety Risk Management (SRM), safety performance management, developing a Safety Intelligence.

4.2.11 The Collaborative Approach to Managing and Enhancing Aviation Safety in the MID Region, 5th Safety Summit was held in Kuwait from 25th –27th November 2024, bringing together over 100 participants from States, international organizations, and industry stakeholders. The Summit served as a platform to foster collaboration in Aviation Safety by aligning strategies, sharing experiences, addressing emerging challenges, and supporting States with SSP development.

The following actions were recommended to support the SSP implementation in the MID Region:

- Enhance State Commitment: Secure high-level commitment and adequate resources for effective SSP implementation.
- Strengthen Governance: Establish clear governance and coordination mechanisms at the State level.
- Capacity Building: Provide targeted training, Workshops, and technical assistance to develop SSP expertise.
- Establish a robust safety risk management framework at the State level
- Promote Data-Driven Oversight: Improve safety data collection, sharing, and analysis to support proactive risk management.
- Develop Regional Safety Performance Measurement and Monitoring: Harmonize SPIs across States to enable effective monitoring and benchmarking.
- Foster Collaboration: Encourage sharing of best practices and lessons learned among States and stakeholders

4.2.12 In addition, the development of the National Aviation Safety Plan (NASP) is one of the MID region safety priorities, and eight (8) States had published their NASPs in the ICAO website, and one State developed and did not yet publish it.

4.2.13 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.

4.2.14 The State's 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 also be aligned and coordinated with the MID-RASP (as appropriate).

4.2.15 Recognizing the challenges facing the States in the development of their NASPs, the ICAO MID Office conducted NASP workshops and assistance Missions dedicated to NASP to support States with NASP development.

Human Factors and Human Performance

4.2.16 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.

Competence of Personnel

4.2.17 Availability of well-trained and competent aviation personnel is paramount to the safety and resilience of the aviation industry. Some of States in the MID Region have a mature and detailed regulatory framework in place to ensure proper training, licensing, adequacy of training devices, and oversight. Nevertheless, several factors are challenging this mature framework: new technologies and increasing automation are changing the safety needs for aviation personnel, and new training devices are emerging. New aircraft types and technological advancements in virtual reality/artificial intelligence are revolutionizing pilot training altogether.

Manage Risk Interdependencies

4.2.18 The COVID-19 crisis demonstrated that safety, security, health safety and other risks can no longer be managed in isolation. The aviation community has realized that continuing to develop tools and specific guidance for each situation and for each domain affected by transversal risks may delay not only the implementation of mitigation measures, but also the development of an enabling framework to support integrated, collaborative risk management.

Cybersecurity Risks

4.2.19 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 the need to manage 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.

Security Risks with an impact on Aviation Safety

4.2.20 The implementation of aviation security measures can have a direct impact on safety aspects of aerodrome or aircraft operations. Airport security, aircraft security or in-flight security are the areas where the interdependencies are highly visible and where any security requirements should also consider potential impacts on aviation safety. States should consider where interdependencies between civil aviation safety and security exist.

4.2.21 Therefore, an integrated approach to the management of safety and security risks across the spectrum of aviation activities would bring benefits such as a complete overview of risks, a better sharing of security information and the closure of gaps in the security system while focusing on increasing the overall level of safety. Consequently, this would allow ensuring synergies where security measures can have an impact on safety and vice versa; thereby avoiding incompatible actions and strengthening the overall safety and security of civil aviation.

Risks arising from conflict zones

4.2.22 Some fatal accidents in conflicted zones raised the question why the aeroplane was flying over an area where there was an ongoing armed conflict. This is why it's important for states, aircraft operators, and other airspace users such as air navigation service providers (ANSPs), to work together to share the most up-to-date conflict zone risk-based information possible to assure the safety of civil flights.

Aviation Health Safety (AHS) Risks

4.2.23 The COVID-19 pandemic has shown that the harmonization of health policies affecting aviation, and in particular in the CAT domain, has become an important topic to help overcome the pandemic. The objective is to minimize the impact of health safety threats in CAT. Health safety threats should be included in the management of risk interdependencies.

4.2.24 COVID-19 is unlikely to be the last pandemic we will be faced with. It is crucial to continue supporting the MID Region aviation industry competitiveness by offering the safest aircraft interior environment to reduce the risk of disease transmission between continents and States, restore public trust and facilitate future responses to events of similar nature.

GNSS Interference Risks

4.2.25 IATA presented statistical evidence covering over 36,000 reported events, highlighting sharp increases in spoofing (375%) and jamming (58%) from January 2023 to September 2024, with Egypt, Iraq, and Türkiye identified among the most affected States.

4.2.26 To bring attention to the critical issue of GNSS interference and spoofing, and to foster discussions on the management of GNSS vulnerabilities and potential mitigation measures against GNSS RFI, ICAO convened the ICAO EUR/MID Radio Navigation Symposium from 6 to 8 February 2024 in Turkey, and several recommendations have been adopted by the meeting.

Emerging Safety Issues

4.2.27 Emerging 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.

- Advanced Air Mobility (AAM) and New Entrants including UAS and EVTOL

4.2.28 The meeting reviewed and endorsed the 14th MID-ASR and agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/1: 14TH ASR

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

4.2.29 The MID Annual Safety Reports (ASRs) are available at the following link: [RASGMID-ASR](#).

4.2.30 The meeting noted the main challenge facing the ASRG for the development of the ASRs, in particular the limited sharing of safety information, including safety analysis by the States.

4.2.31 In connection with the above, the meeting reiterated the importance of sharing safety information for improved ASRs development and urged States to provide the ICAO MID Office by the end of July 2026 the safety data analysis and their associated safety recommendations for the period (2021 – 2025). Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/2: SHARING OF SAFETY DATA ANALYSIS

*In order to enable the development of the 15th Edition of the MID ASR, States are urged to provide necessary safety information and safety data analysis to the ICAO MID Office, by end of July 2026, related to each occurrence category in **Appendix 4B** for the past 5 years (2021– 2025) and using the templates in **Appendices 4C and 4D**. The Draft of the 15th edition of the MID ASR will be presented to the ASRG/8 meeting for review.*

Accidents Safety Status 2025 -IATA

4.2.32 The subject was addressed in PPT/24 presented by IATA. The meeting was apprised of the 2025 aviation accident safety statistics and expressed its appreciation to IATA for sharing the update.

SEIG Outcomes

4.2.33 The subject was addressed in WP/25, PPT/26, PPT/27, and WP/28 presented by the secretariat.

4.2.34 The meeting noted that Dr. Mohammad M. Hushki, Director Compliance Monitoring & NCMC of Jordan, Jordan Civil Aviation Regulatory Commission (CARC), and Mrs. Rawya Nasser Al-Adawi, Director General of Civil Aviation Regulations, Oman Civil Aviation Authority (CAA), were unanimously elected as the Chairperson and Vice-Chairperson of the Safety Enhancement Implementation Group (SEIG), respectively.

4.2.35 The meeting also noted that Dr. Mohammad M. Hushki has subsequently been appointed as Director of Aircraft Accident Investigation at Jordan Civil Aviation Regulatory Commission. Consequently, the position of SEIG Chairperson has become vacant. The meeting agreed that the election of a new Chairperson would be included on the agenda of the next SEIG meeting.

Outcome on the ICAO Assembly 42nd

4.2.36 Covered under Agenda item 2.2 “Global and regional safety and Air Navigation development”.

Update on the implementation Progress of the Safety Enhancement Initiatives (SEIs)

4.2.37 The meeting noted with appreciation the update on the implementation progress of the SEIs conducted by the Secretariat in coordination with all stakeholders.

4.2.38 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 NASP.

4.2.39 The tenth meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/10) was held in Muscat, Oman, 14-17 May 2023; reviewed and endorsed the MID-RASP 2023-2025 Edition including 24 Safety Enhancement Initiatives (SEIs) and 62 safety actions through RASG-MID Conclusion 10/7.

4.2.40 The meeting was apprised with appreciation on the updated progress on SEIs and their respective safety actions and noted with appreciation that 49 safety actions out of 62 (Approx 80%) have been completed and implemented. Accordingly, the meeting endorsed the updated implementation progress of SEIs and safety actions and agreed to the following RASG-MID Conclusion:

***RASG-MID CONCLUSION 13/3: IMPLEMENTATION PROGRESS ON THE SAFETY
ENHANCEMENT INITIATIVES (SEI)***

*That the implementation progress of the Safety Enhancement Initiatives (SEIs) and safety actions included in the MID-RASP 2023-2025 Edition at **Appendix 4E** is endorsed*

SEIs Guidance material development

4.2.41 The meeting noted with appreciation the guidance material developed by Qatar on the issuance of temporary exemption. The issuance of temporary exemptions became critical during global disruptions such as the COVID-19 pandemic.

4.2.42 The meeting was informed that it outlines principles, processes, and risk-based methodologies for granting temporary deviations from ICAO SARPs while maintaining safety and compliance obligations.

4.2.43 The meeting also noted key challenges identified including limited technical expertise; inadequate data governance systems; regulatory fragmentation; and emergent risks associated with

algorithmic bias and system interoperability. Accordingly, the meeting endorsed the issuance of temporary exemptions guidance material and agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/4: ISSUANCE OF TEMPORARY EXEMPTIONS GUIDANCE MATERIAL

*That the guidance material on the issuance of temporary exemptions at **Appendix 4F** is endorsed.*

4.2.44 The meeting noted with appreciation the guidance material developed by Qatar on remote safety oversight.

4.2.45 The meeting was informed that the COVID-19 pandemic and other global disruptions highlighted the need for innovative approaches to safety oversight. Remote oversight emerged as a practical and effective method for maintaining regulatory compliance and safety performance when on-site activities were limited.

4.2.46 The meeting also noted that the guidance manual on remote safety oversight provides a framework for planning, conducting, and monitoring remote safety oversight activities. Accordingly, the meeting endorsed the remote safety oversight guidance material and agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/5: REMOTE SAFETY OVERSIGHT GUIDANCE MATERIAL

*That the guidance material on the remote safety oversight at **Appendix 4G** is endorsed.*

4.2.47 The meeting noted with appreciation the guidance material developed by Qatar on Judicial Enforcement for Aviation Inspectors.

4.2.48 The meeting was informed that it provides a standardized approach to differentiate administrative and judicial enforcement, align with ICAO provisions. Accordingly, the meeting endorsed the judicial Enforcement for Aviation Inspectors guidance material and agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/6: JUDICIAL ENFORCEMENT FOR AVIATION INSPECTORS GUIDANCE MATERIAL

*That the guidance material on the judicial Enforcement for Aviation Inspectors at **Appendix 4H** is endorsed.*

Progress Towards 2026-2028 GASP

4.2.49 The subject was addressed in PPT/21 by the Secretariat. The meeting noted the process undertaken by ICAO, through the GASP Study Group (GASP-SG), to develop the final version of the 2026-2028 edition of the GASP, presented for endorsement at the 42nd Session of the ICAO Assembly (A42).

4.2.50 The meeting was informed of the global safety issues presented in the GASP, including the main findings related to global operational safety risks and organizational challenges, and took note of the 2026-2028 GASP goals and targets.

4.2.51 The meeting was also informed on all the GASP-related documents and tools, which were being revised to coincide with the latest edition of the GASP, as well as the next steps to assist States in developing or revising their national aviation safety plans and actions by ICAO to address feedback on the GASP, received during A42.

MID States Progress on NASPs Development

4.2.52 The meeting recalled that ICAO issued States Letter to States on “the sharing/submission of the National Aviation Safety Plan (NASP)” through State Letter Ref.: ME 4 – 25/159 dated 7 July 2025. So far, nine (9) States have developed their NASPs and shared approved copies with the ICAO MID Office. Eight (8) have published their NASPs on the ICAO website (Egypt, Iran, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, and UAE).

4.2.53 In line with the Safety Strategic Objective of the International Civil Aviation Organization (ICAO), the 2026-2028 edition of the Global Aviation Safety Plan (GASP, Doc 10004) presents the global strategy for the continuous improvement of aviation safety. The purpose of the GASP is to continually reduce fatalities and the risk of fatalities associated with accidents by guiding the harmonized development and implementation of regional and national aviation safety plans. States, regions, and industry facilitate the implementation of the strategy presented in the GASP through RASPs and NASPs.

4.2.54 The meeting was informed that 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).

4.2.55 The meeting noted that the GASP 2026-2028 Target 5.2 calls for all States to publish an updated NASP, taking into consideration the 2026–2028 edition of GASP and their corresponding RASP, by 2027.

4.2.56 The meeting was informed that States shared their safety strategies and challenges related to the development of their NASPs.

4.2.57 The meeting noted the challenges faced by States in developing their NASPs:

- Capacity building and training;
- senior management commitment
- limited resources including financial
- limited qualified personnel;
- safety data and safety information collection and analysis;
- emerging new technologies including UTM-ATM integration sandbox;
- limited collaboration, coordination, and communication amongst stakeholders including industry involvement from beginning;
- limited guidance to develop a robust safety risk management framework and processes; and
- geopolitical situation in the region.

4.2.58 The meeting recognized the challenges facing the States in the development of their NASPs. In this respect, the meeting was apprised about the MID Regional Office to conduct dedicated Assistance Missions to support States with NASP development and implementation. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/7:**DEVELOPMENT OF NATIONAL
AVIATION SAFETY PLAN (NASP) IN MID
STATES**

That, States be:

- a) urged to develop and implement the NASP in line with the GASP and MID-RASP, if not yet done so;*
- b) encouraged to share the latest version of their NASPs with ICAO HQ and ICAO Regional MID office for posting on the GASP public website;*
- c) encouraged to continue to use existing ICAO guidance material and tools to implement their NASPs;*
- 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 2026.*

MID RASP 2026-2028 Edition

4.2.59 The meeting noted with appreciation the development of RASP-MID 2026-2028 Edition including the Safety Enhancement Initiatives (SEIs) and the MID Region Safety Performance Measurement and Monitoring (SPMM).

4.2.60 The meeting was briefed that the MID Regional Aviation Safety Plan (MID-RASP) presents the strategic direction for the management of aviation safety at the regional level. It constitutes the regional safety plan for the MID Region, setting out the strategic priorities, main risks affecting the regional aviation system, and the necessary actions to mitigate those risks to further improve aviation safety.

4.2.61 The meeting was informed that the MID-RASP Edition 2026-2028 aims to enhance the MID Region's commitment to improving safety oversight capabilities, reducing operational risks, and establishing effective State Safety Programmes (SSP). It serves as a key framework for raising awareness of safety risks and their consequences among States, industry, and stakeholders. The MID-RASP encourages the allocation of financial, human, and technical resources to improve safety management, oversight, and operational performance. Additionally, it facilitates information sharing among relevant stakeholders to support timely action and collaborative problem-solving.

4.2.62 In respect of the Turbulence Encounter (TURB) occurrence category, the meeting was also informed that additional safety information should be collected to address the issue at the regional level. Accordingly, the meeting agreed that:

- IATA will explore the possibility of sharing the safety data analysis related to the TURB occurrence category to the ASRG;
- States are urged to share safety information and analysis related to TURB category with the ASRG for further processing; and

- A workshop on TURB occurrence data analysis will be organized to develop recommendations and identify appropriate safety actions for the next course of action

4.2.63 The meeting commended and expressed its appreciation to the ICAO MID Regional Office for the significant efforts and excellent work undertaken in the development of the MID Region Aviation Safety Plan (MID-RASP) 2026–2028 Edition. The meeting recognized the MID-RASP as a comprehensive and strategic framework that aligns regional safety priorities with the objectives of the Global Aviation Safety Plan (GASP) and addresses the MID Region’s key operational risks, organizational issues, and emerging issues.

4.2.64 The meeting further noted the extensive coordination, consultation, safety analysis, and stakeholder engagement conducted by the ICAO MID Regional Office throughout the development process, ensuring that the MID-RASP reflects regional needs, supports effective implementation of Safety Enhancement Initiatives (SEIs), and provides a clear roadmap for enhancing aviation safety performance across the MID Region during the 2026–2028 planning cycle.

4.2.65 The meeting noted that, in order to effectively address regional operational risks, organizational safety challenges, and emerging aviation safety issues, a total of 18 Safety Enhancement Initiatives (SEIs) comprising 58 associated safety actions have been identified, developed, and proposed.

4.2.66 The meeting was also informed that these SEIs are designed to support the implementation of targeted risk mitigation measures, strengthen State safety management capabilities, enhance regional safety performance, and contribute to the achievement of the safety objectives and targets established under the MID-RASP and the Global Aviation Safety Plan (GASP).

4.2.67 The meeting encouraged States and stakeholders to actively support the implementation and monitoring of the MID-RASP to achieve the region’s safety objectives and targets. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/8: MID-RASP 2026-2028 EDITION

That,

- a) the MID-RASP 2026-2028 Edition including the Safety Enhancement Initiatives (SEIs) and the MID region Safety performance Measurement and Monitoring (SPMM) at Appendix 4J is endorsed; and*
- b) States, international organizations, and industry are urged to support the MID-RASP 2026-2028 Edition activities including the implementation of SEIs and safety actions*

State Safety Programme (SSP)

4.2.68 The meeting noted that 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 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.

4.2.69 The meeting also noted that the GASP 2026-2028 Edition Goal 3 is aimed at States individually and calls for the establishment and management of State Safety Programmes (SSPs), in accordance with Annex 19 – Safety Management.

4.2.70 The meeting was informed that the GASP 2026-2028 Edition Goal 3 Target 3.1 calls for all States to assess the level of implementation of their SSP, by 2026.

4.2.71 The meeting was also informed that the GASP 2026-2028 Edition Goal 3 Target 3.2 calls for all States to establish an SSP, by 2028.

4.2.72 The meeting noted with appreciation the updated status of Annex 19, Amendment 2 including the State safety policy, objectives, and resources (SSP Component 1), State Safety Risk Management (SSP Component 2), State safety assurance (SSP Component 3), and State safety promotion (SSP Component 4).

4.2.73 The meeting was informed on the delivered workshop related to the guidance on the development of Safety Intelligence including an overview on Safety Intelligence, establishment of Safety Data of Collection and Processing System (SDCPS), Governance and Management of Safety Data and Safety Information, Safety Data and Safety Information Analysis, Use of Analysis Results For Decision Making, and Sharing and Exchange of Safety Information and Safety Intelligence.

4.2.74 The meeting commended and expressed its appreciation to the ICAO MID Office for its valuable efforts in supporting States in the development of their SSPs through various capacity-building activities.

4.2.75 The meeting noted that states of Egypt, Jordan, Saudi Arabia, and the UAE for sharing their experiences and challenges related to the development of SSP.

4.2.76 The meeting noted the challenges faced by States in developing their SSP.

- Legislation amendments;
- capacity building and training;
- limited human and financial resources;
- limited guidance to establish and develop safety data and safety information collection and analysis;
- limited collaboration, coordination, and communication amongst SSP stakeholders;
- limited guidance to develop a robust safety risk management framework and processes;
- transition from a prescriptive approach to a more risk-based and performance-based approach; and
- geopolitical situation in the region

4.2.77 The meeting recognized the challenges facing the States on the development of SSP and the preparation for the upcoming SSP assessment. In this respect, the meeting was apprised about MID Regional Office to conduct Assistance Missions dedicated to SSP to support States with SSP development. Accordingly, the meeting agreed to the following RASG-MID Conclusion:

RASG-MID CONCLUSION 13/9: DEVELOPMENT OF SSP IN MID STATES

That, States be:

- a) urged to prioritize the timely establishment, implementation, and maintenance of State Safety Programmes (SSPs) and to strengthen Safety Management System (SMS) adoption across all aviation service providers, ensuring alignment with ICAO Annex 19 standards;*
- b) encouraged to request assistance from the ICAO MID Regional Office related to the development and implementation of their SSPs including the conduct of:*
 - i. Targeted SSP technical assistance missions to prepare States for upcoming ICAO SSP assessments*
 - ii. Tailored SSP implementation Workshops*
 - iii. State Safety Risk Management framework workshops to enhance risk-based decision-making capabilities.*
- c) invited to share lessons learned, challenges, and successes in SSP development during SEIG meetings, fostering peer-to-peer knowledge exchange and regional collaboration; and*
- d) encouraged to share their latest version of SSP manuals with ICAO MID Office.*

NCMCs Meeting

4.2.78 The subject was addressed by WP/28 presented by the Secretariat. The meeting reviewed the outcome of the NCMC meeting held during SEIG/7 and noted the common challenges faced by States in the implementation of the USOAP Continuous Monitoring Approach (CMA). The meeting supported the recommended actions and regional initiatives contained in **Appendix 4K** aimed at strengthening safety oversight capabilities, enhancing regional cooperation, and supporting the development of USOAP-CMA guidance material to assist States in the preparation for USOAP audits and ICAO Coordinated Validation Missions (ICVMs).

ASPIG Outcomes

4.2.79 The subject is covered in IP/3, submitted by the Secretariat.

4.2.80 The meeting noted the outcomes related to the Aerodrome Safety, Planning and Implementation Group (ASPIG), which recalled the Conclusions and Decisions endorsed by MIDANPIRG/22 & RASG-MID/12 aimed at strengthening aerodrome safety, operational efficiency and regional harmonization in the MID Region. The meeting further noted that the effective implementation of these outcomes would require continued commitment by States and stakeholders, as well as the allocation of adequate technical, human and financial resources.

4.2.81 The meeting recalled that aerodrome certification remains one of the fundamental pillars of the State safety oversight system and a key requirement for ensuring compliance with ICAO Annex 14, Volume I. The meeting noted that RASG-MID/12 Conclusion 12/11 established a harmonized regional monitoring mechanism for aerodrome certification implementation, with a view to supporting States in advancing certification activities, enhancing continuing surveillance and enabling the ICAO MID Office to provide targeted assistance, as required.

4.2.82 The meeting noted that runway incursions and runway excursions continue to represent significant operational safety risks at global and regional levels. In this regard, the meeting recalled the importance of Local Runway Safety Teams (LRSTs) as an effective mechanism for local hazard identification, risk assessment and implementation of mitigation measures. The meeting noted that RASG-MID/12 Conclusion 12/12 supports the monitoring of LRST implementation across the MID Region, in line with the ICAO Global Runway Safety Action Plan.

4.2.83 The meeting further recalled that Runway Safety Go-Team missions provide practical and performance-based support to aerodromes through the assessment of local runway safety arrangements, identification of operational challenges and sharing of best practices. The meeting noted that RASG-MID/12 Conclusion 12/13 was endorsed to facilitate the conduct of such missions within the MID Region, strengthen the effectiveness of LRSTs and support aerodrome operators in addressing identified safety concerns.

4.2.84 With regard to the Global Reporting Format (GRF), the meeting noted that GRF establishes a globally harmonized methodology for assessing and reporting runway surface conditions, thereby enhancing the quality and consistency of information provided to flight crews and air traffic services. The meeting noted that RASG-MID/12 Conclusion 12/14 supports the monitoring of GRF implementation in the MID Region and encourages States to ensure the availability of the necessary training, procedures, equipment and oversight arrangements.

4.2.85 The meeting was apprised of the importance of the transition to the Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) methodology, which replaces the legacy ACN-PCN system and provides a more performance-based approach to aircraft-pavement compatibility and pavement strength reporting. The meeting noted that RASG-MID/12 Conclusion 12/15 supports the monitoring of ACR-PCR implementation and facilitates a coordinated transition by States and aerodrome operators.

4.2.86 The meeting noted that wildlife strikes continue to pose a significant safety risk to aircraft operations and that reliable and timely reporting is essential to support risk assessment, trend analysis and the development of effective mitigation measures. The meeting recalled that RASG-MID/12 Conclusion 12/16 was endorsed to strengthen wildlife strike reporting in the MID Region and improve the quality, completeness and consistency of data submitted through ICAO reporting mechanisms.

4.2.87 The meeting further noted that RASG-MID/12 Decision 12/17 established the MID Wildlife Hazard Management Action Group (MID WHM AG) as a regional platform for coordination, information exchange, capacity building and the development of harmonized approaches to wildlife hazard management. The meeting recognized the importance of the Group's work, particularly in view of the MID Region's location along major migratory bird routes and the increasing complexity of wildlife-related safety challenges.

4.2.88 The meeting also noted the importance of aerodrome safety data sharing in supporting proactive safety management and data-driven decision-making. In this connection, the meeting recalled that RASG-MID/12 Conclusion 12/18 established the MID Aerodrome Safety Data Sharing Framework, with the objective of facilitating the collection and exchange of anonymized aerodrome safety information and promoting collaborative learning among States and aerodrome operators.

4.2.89 The meeting emphasized that the ASPIG-related Conclusions and Decisions provide an important framework for addressing aerodrome safety priorities in the MID Region, including aerodrome certification, LRST implementation, Runway Safety Go-Team missions, GRF, ACR-PCR, wildlife hazard

management and aerodrome safety data sharing. Accordingly, the meeting encouraged States, aerodrome operators and concerned stakeholders to continue supporting the implementation of these regional priorities and to coordinate with the ICAO MID Office, as required, to ensure effective follow-up.

AIIG Outcomes

MENA ARCM/7 MEETING

4.2.90 The subject was addressed in WP/29, presented by the Secretariat.

Update points from MENA ARCM Chairperson

4.2.91 The meeting was informed on the updates provided, which covered key areas including participation in meetings, the Terms of Reference (ToRs) and nomination mechanism for the MENA ARCM Coordinator, capacity-building activities and collaboration arrangements, strategic engagement, membership expansion, the establishment of the MENA ARCM Safety Recommendations Platform, as well as international engagement efforts.

4.2.92 The meeting was also informed on the ACAO mechanism for the “Coordination and Alliance of ACAO Positions During High-Level Events.” This initiative aims to facilitate the coordinated submission of WPs on behalf of ACAO Member States.

Updated Progress on MENA ARCM Areas of Cooperation & Technical Assistance

4.2.93 The meeting was informed about the work progress achieved on the MENA ARCM database management, Technical Assistance, and shared folder.

4.2.94 The meeting noted that MENA ARCM Member States were urged to submit their data to the MENA ARCM Coordinator if they had not already done so.

Proposed Amendment to Annex 13

4.2.95 The meeting was informed on the proposed Amendment to Annexes 13 and 6 from both AIGP/7 & AIGP/8 as well as the updates related to Protocol Questions (PQs) 6.003 and 6.101 in the 2024 Edition of the PQs.

Safety Recommendations reports

4.2.96 The meeting was informed that IATA shared an overview of accidents and the updated status of final accident investigation reports for the period 2020–2024.

4.2.97 The meeting was also informed of RASG-MID/12 Conclusion 12/19 on Adherence to ICAO Annex 13 – Accident Investigation Final Reports and noted that the MID Office circulated the conclusion to all MID States.

Proposed Agenda for MENA ARCM/8 meeting

4.2.98 The meeting was also informed on the proposed agenda for the MENA ARCM/8 meeting and the MENA ARCM Workshop on “Establishing an Accident Investigation Safety Recommendations Platform”.

MENA ARCM/8 Meeting

4.2.99 The meeting noted that Capt. Aysha Mohammed Al Hamili, Acting Assistant Director-General – Air Accident Investigations, United Arab Emirates, and Mr. Abdulelah Felemban, EVP Safety Investigation and Research, National Transport Safety Center (NTSC), Kingdom of Saudi Arabia, were unanimously re-elected as the Chairperson and Vice-Chairperson of the Middle East North Africa Aircraft Accident and Incident Investigation Regional Cooperation Mechanism (MENA ARCM), and Accident and Incident Investigation Group (AIIG), respectively.

MENA ARCM Coordinator ToRs and nomination mechanism of MENA ARCM Coordinator

4.2.100 The meeting reviewed and agreed to the MENA ARCM Coordinator Terms of References (ToRs) as at **Appendix 4L**.

4.2.101 The meeting noted that Eng. Albaraa Naser, National Transport Safety Center (NTSC), Saudi Arabia, was unanimously re-elected as the MENA ARCM Coordinator.

Outcome of the RASG-MID/12

4.2.102 The meeting was informed on the outcome of the RASG-MID/12.

Assembly 42nd Outcomes

4.2.103 Covered under Agenda item 2.2 “Global and regional safety and Air Navigation development”.

MID Region Safety Priorities and Performance

4.2.104 Covered under Agenda item 3.2 “Safety Subjects of interest to MIDANPIRG”

Updated Progress on MENA ARCM Areas of Cooperation & Technical Assistance

4.2.105 The meeting was informed of the work progress achieved on the MENA ARCM database management, Technical Assistance, and shared folder.

4.2.106 The meeting noted that MENA ARCM Member States were urged to submit their data to the MENA ARCM Coordinator if they had not already done so.

RASP-MID 2026-2028 Edition

4.2.107 Covered under Agenda item 4.2 “Outcomes of the SEIG/7”

Accident investigation final report

4.2.108 The meeting was informed that IATA presented an overview of accidents and an updated status on the completion and publication of final accident investigation reports for 2018–2024, with particular emphasis on the MENA region, recognizing the efforts undertaken by the MENA ARCM Committee.

- 4.2.109 To address the remaining final investigation reports, the following actions were agreed:
- a. IATA will provide the updated list of outstanding reports to the MENA ARCM Coordinator
 - b. The MENA ARCM Coordinator will coordinate with each concerned AIA to obtain the current status of these reports.
 - c. The MENA ARCM Coordinator will assess whether the reports will be submitted in accordance with the established procedure.

Lithium batteries

- 4.2.110 The meeting noted the concerns raised by IATA regarding the transport of lithium batteries by air.

Workshop: “Mechanism for establishing MENA ARCM Accident investigation Safety Recommendations Platform (MENA ARCM SRP).”

- 4.2.111 The meeting noted that the National Transport Safety Center (NTSC) of the Kingdom of Saudi Arabia has successfully organized “Mechanism for establishing MENA ARCM Accidents and serious incidents investigation Safety Recommendations Platform (MENA ARCM SRP)” Workshop in Riyadh, from 2 to 3 November 2025. The Workshop brought together accident investigation authorities, international organizations, and industry experts to share experiences and discuss challenges related to establishing and managing safety recommendations.

- 4.2.112 The meeting was informed that the second day of the Workshop focused on initiating the development of a draft roadmap for the establishment of the MENA ARCM Accident and Serious Incident Investigation Safety Recommendations Platform (MENA ARCM SRP), with emphasis on:

- i. Governance framework
- ii. Platform Design & Technical requirements
- iii. Data privacy & protection
- iv. Implementation Roadmap
- v. Drafting the Action Plan

- 4.2.113 The meeting noted with appreciation that the NTSC of Saudi Arabia generously offered to host the MENA ARCM SRP and develop its supporting software, including the maintenance required to ensure the Platform’s effective and sustainable operation.

- 4.2.114 The meeting reviewed and approved the MENA ARCM Accidents & Serious Incidents Investigation Safety Recommendation Platform (MENA ARCM SRP) Roadmap at **Appendix 4M**.

- 4.2.115 The meeting was also informed on the establishment of the Safety Recommendations Platform Working Group (SRPWG) and its composition.

Accident Investigation Reports- IATA

- 4.2.116 The subject was addressed in PPT/30 presented by IATA. The meeting expressed its appreciation to IATA for providing an updated status of final accident investigation reports for the period 2018–2025, particularly for the MID region.

- 4.2.117 IATA briefed the meeting about “Save a Life, Not a Bag” campaign. The campaign aimed

to raise the awareness of Passengers taking baggage during aircraft evacuations, which can block aisles and exits, slow other passengers, damage evacuation slides, and put lives at risk, followed the briefing a short video was played.

4.3 Other Emerging Safety Matters

Oversight of safety management systems for foreign approved maintenance organizations-UAE

4.3.1 The subject was addressed in WP/56 presented by UAE. The meeting noted with appreciation UAE experience related to overseeing SMS for foreign Approved Maintenance Organizations (AMOs) and that the UAE will take the lead in conducting a study on possible approaches for the proportional, risk-based, and harmonized implementation of SMS for foreign AMOs. The outcomes of the study will be presented at the next Safety Enhancement Initiatives Group (SEIG) meeting for further review, discussion, and a way forward.

Digital pilot licensing implementation experience and considerations for international interoperability-UAE

4.3.2 The subject was addressed in WP/57 presented by UAE. The meeting was apprised of the UAE's experience in implementing Digital Pilot Licensing (DPL), including the associated regulatory, technical, and operational considerations.

4.3.3 The meeting encouraged MID States to share their experiences, best practices, and challenges related to the implementation of digital licensing systems in support of harmonized and effective regional adoption.

NANSC Safety Implementation- Egypt

4.3.4 The subject was addressed in PPT/73 presented by Egypt. The meeting expressed its appreciation to Egypt for sharing the NANSC Safety Implementation including the NANSC safety performance-based operation.

Establishment of a MID regional network of analysts (MID-RNA) in support of RASG-MID – Saudi Arabia

4.3.5 The subject was addressed in WP/79 presented by Saudi Arabia. The meeting expressed its appreciation to Saudi Arabia for proposing the MID Regional Network of Analysts (MID-RNA) to support RASG-MID in fulfilling its mandate under the Global Aviation Safety Plan (GASP).

4.3.6 The meeting agreed that Saudi Arabia will develop and present a Working Paper (WP) on the proposed MID Regional Network of Analysts (MID-RNA) concept to the upcoming Safety Enhancement Initiatives Group (SEIG) to assess its feasibility and provide recommendations on the appropriate way forward.

Inclusion of the applicable TCDS reference on aircraft identification plates- Saudi Arabia

4.3.7 The subject was addressed in WP/80 presented by Saudi Arabia. The meeting noted with appreciation the proposal to enhance the aircraft identification plate to include the Type Certificate Data Sheet (TCDS) and that Saudi Arabia will kindly provide more data and information on the subject to be addressed by SEIG.

Aviation risk management and operational resilience - Saudi Arabia

4.3.8 The subject was addressed in WP/81 presented by Saudi Arabia. The meeting was apprised of Saudi Arabia's experience in implementing an Aviation Risk Management and Operational Resilience Framework based on the Safety Analytic Technique-led Scenario Risk Cycle (SAT/SRC).

4.3.9 The meeting encouraged States to consider similar mechanisms, as appropriate, to enhance stakeholder coordination, risk assessment, information sharing, and proactive safety risk management.

Sixth MID region safety summit and SSP/SMS regional workshop- UAE

4.3.10 The subject was addressed under IP/5 presented by UAE. The meeting noted that the Sixth MID Region Safety Summit and the SSP/SMS and USOAP CMA Regional Workshop, to be hosted in Dubai, United Arab Emirates, from 9 to 12 November 2026.

4.3.11 The meeting encouraged States, international organizations, regional safety organizations, and industry stakeholders to actively participate in the Sixth MID Region Safety Summit and the SSP/SMS Regional Workshop.

Promoting safety culture as a tool for sustainable aviation sector growth- Saudi Arabia

4.3.12 The subject was addressed under IP/8 presented by Saudi Arabia. The meeting was apprised of Saudi Arabia's experience in using a national safety promotion initiative to support safety culture, Just Culture, State Safety Programme (SSP) implementation, State Safety Risk Management, safety data and intelligence led learning, systems thinking, holistic aviation risk management, fatigue management, human error learning, integrated safety approaches and general aviation risk management.

Building sustainable aviation systems through positive safety culture and safety intelligence- Saudi Arabia

4.3.13 The subject was addressed under IP/9 presented by Saudi Arabia. The meeting was apprised of the importance of strengthening aviation sustainability through the promotion of a positive safety culture and the effective use of safety intelligence.

4.3.14 The meeting noted the need to evolve from proactive to predictive safety management approaches to better identify and mitigate emerging risks in an increasingly complex aviation environment.

Wildlife Hazard Management – Egypt

4.3.15 The subject was addressed under PPT/74 presented by Egypt. The meeting noted with appreciation Egypt's experience in Wildlife Hazard Management, including the regulatory framework, main bird and wildlife attractants around Egyptian airports, mitigation measures implemented by the Egyptian Civil Aviation Authority (ECAA), and case studies related to Hurghada International Airport and Cairo International Airport.

4.3.16 The meeting was informed of the measures taken by ECAA, including publication of bird migration information in the AIP, coordination with concerned authorities, and periodic and unannounced inspections of airport Wildlife Hazard Management Programmes. The meeting noted that bird migration and wildlife activity continue to pose safety risks to aircraft operations, particularly during seasonal migration periods and in areas affected by external attractants such as landfills, oxidation ponds, residential waste and attractive crops.

4.4 *USOAP SSP/SMS Workshop*

4.4.1 The subject was addressed under PPT/31 presented by the Secretariat. The meeting commended the ICAO MID Regional Office for successfully organizing and conducting the State Safety Programme (SSP) and SMS Workshop, which provided valuable guidance and practical insights to support States in the effective implementation of SSP in accordance with the requirements of Annex 19 and the Global Aviation Safety Plan (GASP).

4.4.2 The meeting noted that the USOAP teams have been working on integrating safety management PQs (SSP and SMS) into the legacy audit scheme.

4.4.3 The meeting was briefed that starting from August 2026, all audited states will be subjected to the new SSP and SMS PQs.

4.4.4 The meeting received a detailed briefing on the SSP and SMS Protocol Questions (PQs), including their intent, assessment criteria, evidence requirements, and common implementation challenges. The briefing highlighted practical approaches for addressing SSP-related PQs and emphasized the importance of establishing and implementing all SSP components in accordance with the provisions of International Civil Aviation Organization Annex 19.

4.4.5 The meeting noted that the guidance provided would support States in conducting self-assessments, identifying gaps, developing corrective action plans, and preparing for upcoming ICAO USOAP audit related to SSP and SMS PQs.

4.4.6 The meeting further emphasized the need for States to ensure the availability of objective evidence demonstrating the effective implementation of SSP requirements, including safety policy and objectives, State safety risk management, State safety assurance, and State safety promotion.

4.4.7 The meeting further acknowledged the continued efforts of the ICAO MID Regional Office in assisting MID Region States in strengthening their SSP implementation capabilities and advancing the achievement of regional and global aviation safety objectives.

REPORT ON AGENDA ITEM 5: MIDANPIRG WORK PROGRAMME (*MIDANPIRG/23*)**5.1 *Follow-up on MIDANPIRG/22 Conclusions and Decisions***

5.1.1 The subject was addressed in WP/32 presented by the Secretariat. The meeting reviewed the progress made in the implementation of MIDANPIRG/22 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 5.1A**.

5.2 Global, Regional and National Air Navigation Plans (GANP, MID ANP and NANPs)

GANP 8th Edition, New MID ANP Volume III and NANP

5.2.1 The subject was addressed in WP/33, WP/63 and WP/64 presented by the Secretariat and Saudi Arabia, respectively. The meeting was apprised of the outcomes of the RANP/NANP TF/3 and TF/4 meetings related to the endorsement of a new MID ANP Volume III.

5.2.2 The meeting recognized that further to the endorsement of the ANP Template (in 3 Volumes) by the Council in 2014, the GANP has gone through many amendments and additional Recommendations were formulated by the 13th and 14th Air Navigation Conference and the 39th, 40th, 41st and 42nd Assembly of ICAO endorsed a number of Assembly Resolutions, which have a direct impact on the regional planning and specifically on the ANP Volume III.

5.2.3 The meeting noted that the ICAO South American (SAM) Regional Office initiated an initiative in 2025 to address a longstanding challenge within the air navigation planning framework, namely, the lack of a standardized structure and methodology for ANP Volume III across ICAO Regions. The initiative consisted in a Mobility Assignment carried out by Mr. Mohamed Smaoui, Deputy Regional Director, MID Office, from 4 March to 5 June 2025 related to the Implementation and Harmonization of Volume III of the Air Navigation Plan. The main objective of the Mobility Assignment – SAM/1: Implementation and Harmonization of Volume III of the Air Navigation Plan was to carry out a benchmarking and comparative analysis of the existing Volume III of all ICAO Regional Air Navigation Plans. Based on this analysis, the project aimed to consolidate and validate, in coordination with all relevant stakeholders, a new harmonized Template for ANP Volume III that could be adopted across all ICAO Regions. This new Template would serve as a foundation for aligning regional and national air navigation planning and performance frameworks with the Global Air Navigation Plan (GANP) and could ultimately be submitted for consideration and approval by the ICAO Council.

5.2.4 The meeting reviewed and endorsed the MID ANP Volume III at **Appendix 5.2A**, available also at: [MID-eANP](#), developed based on the new Template and slightly amended by the RANP/NANP TF/3 and RANP/NANP TF/4 meetings and feedback from States. The meeting urged the different MIDANPIRG subsidiary bodies to further review and update the Global Priorities in Part II para. 1.3; the Regional Priorities at Part II para. 2.2 and the Regional Performance Objectives under Part II para. 2.4 of **Appendix 5.2A**.

5.2.5 The meeting agreed that coordinated regional action is needed to ensure that the MID-Air Navigation Plan (MID ANP) and the National Air Navigation Plans of MID States are aligned with the GANP 8th Edition.

5.2.6 The meeting underlined that States should apply a performance-based approach and a performance management process to identify national priorities and performance objectives, to report annually on the status of ASBU implementation and on the implementation of their performance objectives.

5.2.7 A structured programme of regional awareness, capacity-building, and coordination activities would support MID States in preparing their NANPs in line with the GANP 8th Edition and the MID ANP.

5.2.8 With regard to the measurement of and reporting on Air Navigation System Performance using KPIs (preferably ICAO KPIs), the meeting agreed that States should prioritize and limit the number of KPIs selected to those that are most relevant to their local and national operational contexts, considering the regional context.

5.2.9 Based on the above, the meeting agreed to the following Conclusions:

MIDANPIRG CONCLUSION 23/1: NEW AIR NAVIGATION PLAN VOL III TEMPLATE

That:

- a) *the MID Air Navigation Plan Volume III at **Appendix 5.2A** be used as the basis for the development of a new Air Navigation Plan Volume III Template to be presented to the ANC and Council for endorsement, in order to support harmonized planning and performance monitoring across ICAO Regions, streamline the implementation of the GANP and ASBUs, and foster the application of a Performance-Based Approach and development of NANPs by States; and*
- b) *ICAO HQ, in coordination with all Regional Offices, consider the organisation of Regional Workshops to foster harmonized implementation of the new ANP Volume III Template and development of NANPs by States.*

MIDANPIRG CONCLUSION 23/2: NEW MID AIR NAVIGATION PLAN VOL III

That:

- a) *the new MID ANP Volume III (Edition June 2026) at **Appendix 5.2A**, is endorsed;*
- b) *the MIDANPIRG subsidiary bodies further review the new MID ANP Volume III to ensure full alignment with the GANP 8th Edition; and provide inputs related, in particular to the Global Priorities; the Regional Priorities and the Regional Performance Objectives related to their technical areas; and*
- c) *the MID Air Navigation Strategy (ICAO MID DOC 002) is no longer in force and superseded by the new MID Air Navigation Plan Volume III (Edition June 2026).*

5.2.10 The meeting highlighted that, while the ICAO GANP and MID ANP provide the strategic planning frameworks at the global and regional levels, the responsibility for planning and implementation at the national level rests with individual States. Therefore, the meeting agreed that States should pursue the progressive modernization of their air navigation systems, guided by local operational needs and aligned with regional priorities. This modernization should be detailed in the National Air Navigation Plan (NANP) and coordinated with other national aviation plans—such as those related to safety, environment, security, and facilitation—within a broader, integrated National Civil Aviation Master Plan (CAMP).

5.2.11 The meeting agreed that NANP should serve as a strategic roadmap for the evolution of a State's air navigation system. It outlines specific performance objectives, timelines, and investment priorities. It enables national stakeholders—including regulators, air navigation service providers (ANSPs), and airport operators—to prioritize initiatives with the highest operational, economic, and environmental returns. Moreover, the NANP supports strategic decision-making by identifying key areas for improvement, setting measurable targets, and ensuring resources are allocated where they will have the greatest impact. It plays a critical role in justifying investments, attracting funding, and engaging with international partners, while promoting coordination among national institutions to support high-impact, non-duplicative projects. In this sense, the NANP is not only a technical planning document but a strategic enabler—a tool to influence decision-making, align stakeholders, and enhance a State's international credibility. For long-term success and global interoperability, the NANP must remain aligned with ICAO's GANP and MID ANP, ensuring that the national air navigation system remains scalable, resilient, and fully integrated into the global aviation ecosystem.

From vision to delivery: Industry support to ICAO priorities for future skies

5.2.12 The subject was addressed in WP/51 presented by CANSO. The meeting was provided with an update on the activities of the Complete Air Traffic System (CATS) Global Council. It was reiterated that the objective of CATS is to foster a shared understanding of future aviation needs and to provide coordinated industry input to ICAO and States, supporting the evolution of global frameworks in a coherent and harmonized manner. CANSO highlighted ongoing regional engagement activities aimed at supporting implementation readiness, capturing regional priorities, and strengthening alignment between global initiatives and regional implementation pathways.

5.2.13 The meeting was apprised of the CATS Concept of Operations (CONOPS) for Future Skies, and its Transformation Phases:

- Phase 1: Digital Information Sharing and Infrastructure Transformation;
- Phase 2: Advanced Automation and Performance-Based Operations; and
- Phase 3: Seamless Skies

5.2.14 Based on the above, the meeting:

- recognized the importance of coordinated implementation approaches to support the evolution of future ATM systems;
- encourage States and stakeholders within the MID Region to engage in relevant CATS Working Areas and regional implementation activities; and
- encouraged continued alignment between regional planning activities and the evolving ICAO GANP and Minimum Implementation Path (MIP).

MID Air Navigation Report - 2025

5.2.15 The subject was addressed in WP/34 presented by the Secretariat. The meeting reviewed the MID Air Navigation Report - 2025 (MID ANR-2025) in **Appendix 5.2B**, available also at: [Middle East Air Navigation Reports](#). The meeting noted that 14 out of 15 States submitted the required data for the MID ANR-2025, following MIDANPIRG Conclusion 22/4.

5.2.16 The meeting noted that the analysis is provided at two distinct levels of granularity, namely the State/FIR level and the aerodrome level, as applicable. The analysis shows a generally high level of implementation in the AMET, ACAS, SNET and ASUR Threads, demonstrating substantial progress in these areas. Lower levels of implementation were observed in DAIM, COMI, COMS, NAVS, FICE, SWIM, NOPS and OPFL Threads; however, State reports indicate that a significant number of related initiatives are currently in the planning or implementation phases.

5.2.17 The meeting noted that substantial progress has been achieved in the implementation of Block 0 Elements and that many Block 1 Elements have either been implemented or are currently under implementation. The high levels of implementation observed in several operational improvement areas demonstrate the Region's ability to successfully address established priorities and implement globally harmonized air navigation improvements. At the same time, the relatively low level of implementation of Block 2 Elements reflects both the longer-term implementation horizon and the increased complexity, resource requirements and operational dependencies associated with these advanced improvements.

5.2.18 The meeting noted with appreciation that the adoption of performance-based planning principles continues to evolve across the Region. While an increasing number of States have identified operational needs, implementation priorities and performance improvement objectives, further efforts are required to strengthen the systematic application of performance measurement and performance monitoring processes. In particular, the consistent use of ICAO Key Performance Indicators (KPIs),

benefit realization assessments and data-driven decision-making mechanisms will be essential to support future planning and investment decisions.

5.2.19 The meeting noted that significant differences in implementation maturity continue to exist among States, reflecting variations in operational requirements, institutional capacities, available resources and national priorities. Consequently, it was underlined that targeted assistance, capacity-building initiatives, technical cooperation and sharing of best practices will remain critical to supporting States facing implementation challenges and to promoting a more harmonized level of air navigation development across the Region.

5.2.20 With regard to National Air Navigation Plans (NANPs), the meeting noted with appreciation growing awareness among States of the importance of establishing structured national planning frameworks aligned with the GANP and MID ANP. Although the overall maturity of NANP development remains relatively low, encouraging progress has been observed through the preparation and continuous refinement of draft NANPs by a number of States.

5.2.21 The meeting commended the RANP/NANP TF and the Secretariat for the development of a very comprehensive Report, which serves as a key monitoring and assessment tool for the MIDANPIRG, providing a comprehensive overview of the status of air navigation implementation across the MID Region during the reporting period from January to December 2025. It was highlighted that the reporting and analysis process could be further enhanced through the use of advanced business intelligence tools, such as Power BI, to support dynamic data visualization, and enable more advanced analytics, interactive reporting, and deeper analysis of implementation trends and performance indicators.

5.2.22 The meeting agreed that, by sustaining current implementation efforts, accelerating the development of National Air Navigation Plans, strengthening performance-based planning practices and enhancing regional cooperation, MID States will be well positioned to achieve the objectives of the GANP and MID ANP and to ensure the continued evolution of a safe, efficient, interoperable and sustainable air navigation system for the benefit of all airspace users.

5.2.23 Based on the above, the meeting agreed to the following conclusion:

MIDANPIRG CONCLUSION 23/3: MID AIR NAVIGATION REPORT -2025

That, the MID Air Navigation Report-2025 at Appendix 5.2B is endorsed and be published by the ICAO MID Office.

5.2.24 The meeting also agreed to the following Conclusion regarding collection of data for the development of the MID Air Navigation Report – 2026.

MIDANPIRG CONCLUSION 23/4: MID AIR NAVIGATION REPORT -2026

That:

- a) *States be urged to provide the ICAO MID Office by 31 January 2027, with:*
 - i. *an update on the status of implementation of ASBU Threads/Elements Block 0, 1 and 2;*
 - ii. *the progress achieved in the development of National Air Navigation Plan (NANP) and modernization of Air Navigation System;*
 - iii. *their success stories related to major achievements in the air navigation field in 2026; and*
 - iv. *a report on the Performance Objectives and Operational Improvements*

implemented in 2026 or planned with a tracking of the performance achieved through KPIs, and an estimate of the tangible benefits accrued from the implementation of these operational improvements.

b) the MID Air Navigation Report - 2026 be presented to the MIDANPIRG/24 for endorsement.

MID ANS Monitoring Dashboard

5.2.25 The subject was addressed in PPT/35 presented by the Secretariat. The meeting recalled the offer received from Saudi Arabia during the ATM SG/9 meeting to develop an ATM monitoring Dashboard to support the monitoring activities, and the progress presented to the ATM SG/10 and MIDNAPIRG/22 meetings on the subject. The meeting was updated with the benefits, expectations, and features of the dashboard.

5.2.26 The meeting appreciated the efforts of Saudi Arabia related to the development of the Dashboard. The meeting noted that the RANP/NANP TF commended Saudi Arabia for its support to the ICAO MID Office in the development of a Dashboard to facilitate the collection, verification, and presentation of ATM-related data, as well as the ASBU implementation report. In this respect, the meeting agreed that the title of the Dashboard should be “MID Region ANS Dashboard” and that the Dashboard should contain a part related to the implementation of ASBUs and the second part related to the status of implementation of other important non-ASBU ANS/ATM elements or subjects, such as Longitudinal separation, RVSM safety monitoring, etc. Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/5: DEVELOPMENT OF ANS MONITORING DASHBOARD

That, the MID Office coordinate with all States for the population of the ANS Monitoring Dashboard with relevant data; and present a progress report to MIDANPIRG/24.

5.2.27 The meeting highlighted the need for a general policy and governance guidance to maintain the integrity of the data, continued update and regular maintenance of the Dashboard, to allow consistent, accuracy, and timely input, validation, and management of monitoring data for all member States.

PfAs to MID ANP Vol I & II

5.2.28 The subject was addressed in WP/36 presented by the Secretariat. The meeting noted the progress of the following PfAs:

- Khartoum FIR/SRR-MID ANP Volume I;
- Cairo FIR optimization project, Phase III-MID ANP Volume II; and
- Egypt and Libya ATS route restructuring at common boundary-MID ANP Volume II.

5.2.29 The meeting also agreed on the following draft PfAs:

- TABLE GEN II-1 - Homogeneous ATM areas - MID ANP Volume II; and
- TABLE ATM II-MID-3 –AIDC/OLDI APPLICABILITY AREA - MID ANP Volume II.

Development of the MID Regional System-Wide Information Management (SWIM) Framework and Coordinated CNS/AIM and MET Approach to the Transition From the Aeronautical Fixed Service

5.2.30 The subject was addressed in WP/62 presented by Saudi Arabia. The meeting discussed a proposal from Saudi Arabia related to the development of a coordinated regional approach

for the implementation of System-Wide Information Management (SWIM), integrating AIM, MET, CNS and future FF-ICE-related activities. The meeting recognized the cross-domain nature of SWIM and the need for a harmonized regional framework addressing governance, interoperability, information management, digital transformation, and the transition towards service-oriented information exchange in support of the GANP and ASBU framework. The meeting also noted the increasing importance of coordinated planning across air navigation domains to support emerging initiatives related to SWIM, FF-ICE, digital AIM, MET information services, and regional interoperability.

5.2.31 The meeting agreed that SWIM should be included in the agenda of future MIDANPIRG meetings as a standing agenda item. The meeting agreed also that the cybersecurity matters will remain under the CNS SG.

5.2.32 The meeting agreed that the existing RANP/NANP Task Force should be elevated to the level of a Sub-Group and expanded to address multidisciplinary air navigation matters of common interest. Accordingly, the meeting agreed to establish the Air Navigation Integrated Planning Sub-Group (ANIP SG) as a strategic and cross-domain forum responsible for supporting the implementation of the GANP, MID ANP, NANPs and regional air navigation priorities, coordinating regional activities related to SWIM and FF-ICE, and promoting regional interoperability and digital transformation initiatives.

5.2.33 The meeting agreed that the ANIP SG, which would be the MID Region SWIM governing body, should develop the MID Regional SWIM Framework. The meeting agreed also that the Terms of Reference (TORs) of the ANIP SG should be finalized during its first meeting. The TORs should include also emerging multi-disciplinary subjects such as innovation.

5.2.34 Based on the above, the meeting agreed to the following Decision and Conclusion:

MIDANPIRG DECISION 23/6: AIR NAVIGATION INTEGRATED PLANNING SUB-GROUP

That:

- a) the Air Navigation Integrated Planning Sub-Group (ANIP SG) is established;*
- b) the Terms of Reference (TORs) of ANIP should include the following: GANP, MID ANP, NANP, SWIM, FICE, Innovation and ANS Monitoring Dashboard;*
- c) the Terms of Reference (TORs) of ANIP should be finalized during its first meeting for final endorsement by MIDANPIRG/24; and*
- d) the RANP/NANP Task Force is dissolved.*

MIDANPIRG CONCLUSION 23/7: MID REGIONAL SWIM FRAMEWORK

That:

- a) the ANIP SG is designated as the MID Region SWIM governing body;*
- b) the MID Regional SWIM Framework be developed by the ANIP SG, integrating inputs for the SWIM-supporting infrastructure workstream led by the CNS Sub-Group (through the MID AMC Steering Group) with two SWIM services workstreams led by the AIM and MET Sub-Groups; and*
- c) the MID Regional SWIM Framework be developed in accordance with the implementation guidance of the Manual on the SWIM Implementation (Doc 10203), including the development of regional SWIM governance bodies and roles and the development of regional SWIM policies, in particular a SWIM registry policy, an information-security policy and an information-service versioning policy.*

5.3 AIM

5.3.1 The subject was addressed in WP/37 presented by the Secretariat. The meeting was apprised of the outcomes of the Twelfth meeting of the Aeronautical Information Management Sub-Group (AIM SG/12), held virtually on 21 & 23 April 2026; and the Second Meeting of the AIM Digitalization and Planning Task Force (AIMDP TF/2), which was convened back-to-back with the AIM SG/12 meeting.

5.3.2 The meeting was apprised of the significant developments at the global level, including the outcomes of the recent meetings of the ICAO Information Management Panel. Key areas addressed included the Digital Operational Reporting Information Service (DORIS), digital aeronautical data sets, global AIM implementation support, the future of aeronautical charting, and consequential amendments to Annex 4, Annex 15, and PANS-AIM.

ACR/PCR PUBLICATION STATUS

5.3.3 The meeting recalled that the ACR-PCR method became mandatory on 28 November 2024, replacing ACN-PCN, pursuant to Amendment 15 to Annex 14, Volume I, and MIDANPIRG/22 Conclusion 22/22. An AIP review revealed that only Jordan, Kuwait, Qatar, Saudi Arabia and UAE have published PCR information in their AIP. Egypt has initiated the transition, with PCR data partially published. The remaining nine MID States have yet to publish PCR information, representing a 60% non-compliance rate across the Region.

5.3.4 The meeting urged the remaining States to provide a specific target AIRAC cycle for publication and notify the ICAO MID Office accordingly without further delay.

GNSS AND NAVAID AIP PUBLICATION

5.3.5 The meeting noted inconsistencies identified in some MID States' AIPs, including missing technical details, discrepancies between published NAVAIDs and their actual operational use, and inconsistencies between GEN 2.5 and AD 2.19 entries. It was underscored that the publication of harmonized and accurate information on NAVAIDs in the AIPs is crucial for facilitating the implementation of Performance-Based Navigation (PBN), planning for GNSS contingencies, and optimizing navigation infrastructure.

5.3.6 The meeting urged States to review and harmonize their AIPs, particularly Sections GEN 2.5, ENR 4.1, AD 2.19, and ENR 4.3 (GNSS), to ensure full alignment with ICAO SARPs and associated guidance, and tasked the Secretariat to monitor States' progress and provide the necessary implementation support.

THE MIDAD PROJECT

5.3.7 The meeting recalled that the MID Region AIM Database (MIDAD) Project was established in 2013 under a Memorandum of Agreement, designed to support the regional AIS-to-AIM transition through a three-phase architecture (EAD migration, MIDAD Manager, MIDAD system deployment).

5.3.8 The meeting noted that after more than twelve years, progress under Phase A has remained critically limited: only one State has completed EAD migration, with one additional State under ongoing migration. The prerequisite threshold of seven (7) States required to trigger Phase B activation has not been met, and there is no realistic prospect of this threshold being achieved in the foreseeable future.

5.3.9 In light of the above, the meeting agreed that concluding the MIDAD Project in its current form is the appropriate and necessary course of action, and that regional efforts and resources should be reallocated toward the development of a MID Regional SWIM Framework for aeronautical information management. Therefore, the meeting agreed to the following Decision:

MIDANPIRG DECISION 23/8: MIDAD PROJECT

That the MID Region AIM Database (MIDAD) Project be concluded and the MIDAD Task Force be dissolved.

ADVANCING DIGITAL AIM AND SWIM IN THE MID REGION

5.3.10 The meeting agreed with the AIM SG on the following overarching Vision for the transition towards a trusted, digital, interoperable, and service-oriented AIM environment in the MID Region by 2034, supported by quality-assured digital datasets and SWIM-enabled information services: *"By 2034, the MID Region will have transitioned from a product-centric Aeronautical Information Service (AIS) to a trusted, digital, interoperable, and service-oriented AIM environment, in which aeronautical information is produced, managed, and exchanged as quality-assured, structured digital datasets encoded in ICAO-standard formats across SWIM-enabled information services, supporting seamless, reliable, secure, and efficient exchange of ATM-related information throughout the Region and beyond."*

5.3.11 The meeting further recognized System-Wide Information Management (SWIM) as a key enabler for the seamless exchange of ATM-related information and services and emphasized the importance of interoperability among SWIM implementations through standardized interfaces and harmonized technical infrastructure. In this regard, the meeting stressed the need to identify, develop, and endorse MID Region SWIM Technical Infrastructure (TI) Profiles as a regional priority.

MID REGION IMPLEMENTATION PLAN FOR DIGITAL DATA SETS

5.3.12 The meeting noted that the AIM SG/12 reviewed the MID Region Implementation Plan for Digital Data Sets (First Edition, 2026) at **Appendix 5.3A**, developed by the AIMDP TF under the co-leadership of Saudi Arabia and UAE. The Plan constitutes the authoritative regional framework for the structured, harmonized, and timely provision of five categories of aeronautical digital datasets in full compliance with ICAO SARPs.

5.3.13 The Plan addresses five digital data set categories, Terrain, Obstacle, AIP, Aerodrome Mapping (AMDB), and Instrument Flight Procedure (IFP) data sets, specifying what digital aeronautical data sets are required, how they should be produced and encoded, and when they should be made available. The meeting endorsed the plan and agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/9: REGIONAL PLAN FOR THE PROVISION OF DIGITAL DATA SETS

That:

- a) the MID Region Implementation Plan for the Provision of Digital Data Sets (First Edition, 2026) at **Appendix 5.3A** be endorsed and published on the ICAO MID Office website; and*
- b) MID States be urged to develop and submit a National Digital Data Set Implementation Plan (NDIP), to the ICAO MID Office no later than 31 December 2026, and to submit annual progress updates thereafter.*

AIM-ing FOR EXCELLENCE WORKSHOP

5.3.14 The meeting noted the successful outcomes of the Joint ICAO/IATA/Jeppesen AIM-ing for Excellence Workshop held in Cairo, 10 – 12 November 2025, which brought together AIM professionals, data originators, and industry partners to advance the regional AIS-to-AIM transition. Building on this momentum, the meeting was informed that a follow-on Joint ICAO/IATA/Data Houses AIM-ing for Excellence Workshop is scheduled to be held in Cairo, 4 – 7 October 2026.

5.3.15 The meeting strongly encouraged States to ensure the participation of relevant multi-disciplinary AIM professionals, including regulatory authorities, ANSPs, and data originators, recognizing that broad and diverse stakeholder engagement is essential to translating workshop outcomes into concrete national AIM implementation actions.

Development of AIXM-Based AIP Digital Dataset Implementation Guidance in the MID Region

5.3.16 The subject was addressed in WP/82 presented by Saudi Arabia. The meeting reviewed the progress achieved by the AIM Digital Products Task Force (AIMDP TF) in developing regional implementation guidance for Digital Aeronautical Information Products and Services. The meeting noted that AIMDP TF Workstream 3, under the co-leadership of Saudi Arabia and the United Arab Emirates, had developed an AIP Digital Dataset Mapping Specification based on AIXM 5.1/5.1.1 covering key aeronautical information domains, including airspace, routes, waypoints, aerodromes, runways, and navigation aids. The meeting further noted that the specification was developed through a comprehensive analysis of ICAO Annex 15 and PANS-AIM requirements, regional gap assessments, and a review of international implementation practices.

5.3.17 The meeting welcomed the significant progress achieved by the AIMDP TF in establishing a practical foundation for the implementation of digital aeronautical datasets within the MID Region. The meeting recognized the importance of harmonized technical specifications, common data modelling approaches, and globally consistent guidance material to support the transition towards a fully digital aeronautical information environment and future SWIM-enabled information exchange. The meeting further noted the ongoing ICAO work on the development of Doc 8126, Part IV – Digital Aeronautical Information Products and Related Services, which is expected to provide additional implementation guidance to States.

5.3.18 The meeting encouraged States to utilize the AIP Digital Dataset Mapping Specification as a regional reference for the implementation of digital datasets and to continue contributing to regional initiatives aimed at enhancing interoperability and Digital AIM implementation. The meeting also requested ICAO to continue the development of guidance material related to Digital Aeronautical data sets, including the publication of ICAO Doc 8126, Part IV.

Clarification of Roles in Pre-Flight Information Services in the AIM Environment - UAE Pre-Flight service provision practice

5.3.19 The subject was addressed in WP/59 presented by UAE. The meeting reviewed a proposal presented by the UAE regarding the provision of pre-flight information services in a modern AIM environment. The meeting noted that the transition from traditional AIS to data-centric AIM, supported by digital information exchange and evolving airline operational systems, has shifted the role of AIS providers towards ensuring the availability, quality, integrity, and timely dissemination of aeronautical information, while aircraft operators increasingly perform operational briefing functions through integrated flight planning and dispatch systems.

5.3.20 The meeting recognized the need to clarify the respective roles and responsibilities of States, AIS providers, aircraft operators, and other stakeholders in the provision of pre-flight information services. The meeting further noted the importance of maintaining access to pre-flight information for all users, including through appropriate contingency arrangements, while supporting AIM modernization and avoiding duplication of functions.

5.3.21 The meeting tasked the AIM Sub-Group (AIM SG) to further explore the subject through consultation with AIM service providers and users, with the support of IATA and in coordination with the relevant ICAO expert panel(s). The objective would be to develop harmonized guidance on the roles and responsibilities associated with the provision of pre-flight information services within the evolving AIM environment, taking into account digital information exchange, operational practices, and applicable ICAO provisions.

Artificial Intelligence Bot Implementation for the Aeronautical Information Publication (AIP)

5.3.22 The subject was addressed in WP/77 presented by UAE. The meeting was apprised of the UAE's experience in developing and deploying an Artificial Intelligence (AI) BOT to facilitate access to Aeronautical Information Publication (AIP) content through natural language queries. The meeting noted that the solution enables rapid retrieval of aeronautical information, supports version-specific access to current and future AIRAC cycles, and enhances information accessibility while maintaining links to official AIP sources.

5.3.23 The meeting noted the potential benefits of AI-enabled tools in improving access to aeronautical information, reducing search time, supporting operational efficiency, and contributing to the digital transformation of AIM services. The meeting further recognized that such tools complement, but do not replace, official aeronautical information publications and that users remain responsible for verifying operationally critical information against official sources.

5.3.24 The meeting welcomed the UAE's willingness to share its experience, lessons learned, and best practices with interested States and encouraged the exploration of similar AI-based initiatives to enhance accessibility and usability of aeronautical information within the AIM environment.

From AIS to AIM success Story

5.3.25 The subject was addressed in WP/72 presented by Egypt. The meeting was apprised of Egypt's successful implementation of an Electronic Aeronautical Information Publication (eAIP) as part of its ongoing transition from a product-centric AIS environment to a data-centric Digital AIM framework. The presentation highlighted the modernization of aeronautical information management processes through the implementation of an AIXM-compliant aeronautical information database, automated data processing and publication capabilities, and the deployment of an eAIP platform providing enhanced accessibility, efficiency, and interoperability. The meeting noted that the initiative supports compliance with ICAO Annex 15 and PANS-AIM provisions and represents a significant milestone in Egypt's digital transformation journey.

5.3.26 The meeting welcomed the progress achieved by Egypt in advancing the digitalization of AIM services and noted the successful operational deployment of the eAIP platform. The meeting further noted Egypt's roadmap towards full AIM integration, including the implementation of core digital datasets, integrated charting capabilities, instrument flight procedure datasets, terrain and obstacle datasets, and future SWIM-enabled information services.

5.4 *PBN*

Outcomes of the Tenth Meeting of the Performance-Based Navigation Sub-Group (PBN SG/10)

5.4.1 The subject was addressed in WP/38 presented by the Secretariat. The meeting noted the outcomes of the Tenth Meeting of the Performance-Based Navigation Sub-Group (PBN SG/10), held in Amman, Jordan, on 10–11 December 2025.

5.4.2 The meeting reviewed the status of PBN implementation in the MID Region and noted that regional compliance with the targets of ICAO Assembly Resolution A37-11 remains below the global average and that the implementation status of the relevant APTA Block 0 elements is still below expectation, with significant variations among States. Key challenges include institutional, technical, operational, financial, and training constraints, particularly affecting the implementation of CCO/CDO and PBAOM. To address these gaps, the meeting emphasized the need for targeted Workshop on PBAOM and CCO/CDO implementation and agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/10: PBN AND CCO/CDO WORKSHOP

That,

- a) a PBN and CCO/CDO Workshop be organized in 2026; and*
- b) MID States and stakeholders are encouraged to actively participate in the Workshop to exchange experiences, address challenges, and foster collaboration.*

5.4.3 The meeting noted the successful conduct of the IFP Provision and Safety Oversight Workshop in Amman, Jordan, from 7 to 9 December 2025. Key outcomes highlighted the States' responsibility for the provision, approval, and oversight of IFPs, the need for robust regulatory, competency, and quality management frameworks, and the importance of dedicated IFP safeguarding processes to address obstacle impacts. The meeting also noted that MID FPP can support States through technical reviews, validation activities, IFP approval assistance, and capacity-building initiatives.

5.4.4 The meeting reviewed the updated PBN SG Terms of Reference and noted that they include expanded provisions on GNSS contingency and resilience. Accordingly, the meeting agreed to the following Decision:

MIDANPIRG DECISION 23/11: PBN SUB-GROUP TERMS OF REFERENCE

That the Terms of Reference of the Performance-Based Navigation Sub-Group (PBN SG), at Appendix 5.4A are endorsed.

MID FPP

5.4.5 The subject was addressed in WP/39 presented by the MID FPP. The meeting noted the outcomes of the Eighth and Ninth meetings of the MID FPP Steering Committee (SC/8 and SC/9), held virtually on 18 September 2025 and 25 May 2026, respectively.

5.4.6 The meeting noted that the Eighth meeting of the MID FPP Steering Committee (SC/8) reviewed options to ensure the long-term sustainability of the Programme and reaffirmed the Host State

Model as the preferred solution. While a call for Expressions of Interest was issued to MID States in accordance with MID FPP SC/8 Conclusion 8/1, no formal commitment to host the Programme had been received as of May 2026. Accordingly, the MID FPP SC/9 meeting adopted Conclusion 9/1, renewing the call and extending the deadline for Expressions of Interest to **1 September 2026**, while providing additional clarification on the associated responsibilities and benefits. The meeting further noted that the ICAO MID Office will submit a comprehensive report to the DGCA-MID/8 meeting to support a final decision on the future governance and sustainability of the MID FPP, including alternative arrangements, should no host State be identified.

5.4.7 The meeting strongly encouraged States to consider hosting the MID FPP, noting that the deadline of 1st September 2026 represents the final opportunity to establish the Host State Model before DGCA-MID/8 takes a definitive decision on the future governance and sustainability of the Programme.

5.4.8 The meeting noted that the MID FPP, capacity-building activities conducted in coordination with the APAC FPP, AFI FPP, and ENAC under existing cooperation arrangements. The 2026 training programme was made available to States, with nominations received from several MID States for PANS-OPS, airspace design, and PBN oversight courses. The meeting also noted that the MID FPP continued to support States through regulatory oversight reviews of IFP design packages and remains available to provide similar technical assistance upon request.

5.5 AGA-AOP

5.5.1 The subject was covered by IP/4 submitted by the Secretariat. The meeting noted the information related to MID Region Aerodromes Priorities and Challenges related to AGA-AOP, including the follow-up to the relevant Conclusions endorsed by MIDANPIRG/22 in support of airport operations, capacity, efficiency and regional harmonization, addressing in particular, Airport Operations Basic Building Blocks (AOP BBB), A-SMGCS/SURF Thread, Airport Collaborative Decision-Making (A-CDM), and ICAO AOP Go-Team Missions.

5.5.2 The meeting emphasized the importance of maintaining effective coordination between MIDANPIRG and RASG-MID, recognizing that AOP BBB, A-SMGCS, A-CDM and AOP Go-Team Missions provide safety benefits in addition to their capacity and efficiency advantages. The meeting encouraged States and concerned stakeholders to continue supporting the implementation of the endorsed Conclusions.

5.5.3 The meeting noted that, in connection with the need to maintain accurate monitoring of the implementation of GANP/RANP ASBU AOP Threads, the list of International Aerodrome should be updated to reflect the current planned/operational international Aerodromes in the MID Region. Therefore, the AOP Table I-1 should be amended to facilitate the definition of the applicability Area for each AOP Thread. Accordingly, the meeting agreed to the following Draft Conclusion:

MIDANPIRG CONCLUSION 23/12: UPDATE OF THE LIST OF AERODROMES IN THE MID AIR NAVIGATION PLAN AOP TABLE I-1

That, in order to ensure the accuracy and completeness of the MID Air Navigation Plan AOP Table I-1, and to enable the finalization of the related Draft Proposal for Amendment (PfA), in accordance with the applicable PfA procedure:

- a) States that have introduced, or plan to introduce, changes to the list of their international aerodromes are urged to notify the ICAO MID Office by the third quarter of 2026 and provide the information required for the processing of the amendment of the MID Air Navigation Plan (MID ANP) AOP Table I-1; and*
- b) The ICAO MID Office consolidates the information received from States and processes the Proposal for Amendment (PFA) to the MID Air Navigation Plan (MID ANP) AOP Table I-1, in accordance with the established procedure.*

ASMGCS UPGRADE IN CAIRO INTERNATIONAL AIRPORT

5.5.4 The subject was addressed in PPT/71 presented by Egypt. which provided an overview of the roadmap for the upgrade of the Advanced Surface Movement Guidance and Control System (A-SMGCS) at Cairo International Airport (HECA) towards A-SMGCS implementation.

5.5.5 The meeting noted that the existing A-SMGCS implementation at Cairo International Airport is supported by key surveillance enablers, including Surface Movement Radar (SMR), Multilateration (MLAT) and ADS-B, and includes alerting functions such as Stop Bar Violation Monitoring, Area Penetration Monitoring, Taxiway Collision Monitoring and Runway Incursion Monitoring.

5.5.6 The meeting was apprised that the planned upgrade includes the replacement of the existing SMR with a new solid-state radar system, the installation of HD, thermal and PTZ surveillance cameras, and the enhancement of the fusion system through the integration of operational inputs such as AODB, AFL, VDGS, AWOS, FDPS, SMR, MLAT and ADS-B.

5.5.7 The meeting further noted that the transition towards A-SMGCS would enable advanced routing and guidance services, including the Follow-the-Greens (FTG) concept, thereby enhancing surface movement safety, supporting low visibility operations, reducing taxi route errors, improving operational efficiency and reducing controller workload. The meeting noted with appreciation Egypt initiative for sharing its experience that is aligned with the ICAO ASBU SURF thread and MIDANPIRG/22 Conclusion 22/16 on A-SMGCS implementation

5.6 *ATM-SAR*

MID RVSM Monitoring Report (SMR) 2025

5.6.1 The subject was addressed in WP/41, presented by the Secretariat. The meeting reviewed the outcomes of the MID RVSM Safety Monitoring Report (SMR) 2025, prepared by the Middle East Regional Monitoring Agency (MIDRMA). The meeting noted that the results confirmed that RVSM operations within the ICAO Middle East (MID) Region continue to operate safely and in compliance with ICAO safety objectives. Both the technical risk and the overall collision risk remain well below the applicable ICAO Target Levels of Safety (TLS).

5.6.2 Additionally, the meeting discussed the challenges related to incomplete Traffic Data Sample (TDS) and data format, inadequate submissions of Large Height Deviation (LHD) by several Member States, which continued to limit confidence in the operational risk assessment. Accordingly, the meeting requested MIDRMA to conduct additional training and awareness campaign regarding the MIDRMA requirements, activities and new tools; including the categories for the LHD, TDS format and the integration of ADS-B Height Monitoring System, including presentation and live demonstration of MIDRAS to the ATM SG and ASM WG.

5.6.3 The meeting reviewed and endorsed the MID RVSM Safety Monitoring Report (SMR) 2025, at **Appendix 5.6A**, and agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 23/13: MID RVSM SMR 2025

*That, the MID RVSM Safety Monitoring Report (SMR) 2025, at **Appendix 5.6A**, is endorsed.*

MID RVSM Minimum Monitoring Requirements MMR

5.6.4 The meeting noted that the MID RVSM Minimum Monitoring Requirements (MMRs) for the Aircraft registered in the MID States reached 96% of compliance. The meeting reviewed the updated MMR Table in the SMR2025 report, and urged States to ensure that all registered aircraft are complying with the MMR requirements on a continuous basis.

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

MIDANPIRG CONCLUSION 23/14: MAINTAIN COMPLIANCE WITH MINIMUM MONITORING REQUIREMENTS (MMRs)

That Iraq, Libya, Sudan, and Syria be urged to ensure that all aircraft subject to monitoring obligations are complying with the RVSM minimum monitoring requirements.

Development of SMR2026

5.6.6 The meeting noted that Traffic Data Sample (TDS) period for the RVSM cycle for the year 2026 was proposed by the MIDRMA Board/21meeting to be during the period of 15 April to 15 May 2026 (during the Hajj season); However, due to the unrest/political tension in the MID Region, the meeting agreed on the following Conclusion:

MIDANPIRG CONCLUSION 23/15: MID RVSM SMR 2026

That,

- a) the FPL/traffic data for the period 1 – 31 August 2026 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2026);*
- b) all member States are required to submit the required Traffic Data Sample (TDS), the LHD Reports and the FIR waypoints and the routing options valid for the same period of the TDS in a), in a timely manner;*
- c) only the appropriate Flight Data form available on the MIDRMA website (www.midrma.com) should be used for the provision of FPL/traffic data to the MIDRMA; and*
- d) the final version of the MID RVSM SMR 2026 be ready for presentation to and endorsement by MIDANPIRG/24 meeting.*

MID Region ADS-B Height Monitoring System (AHMS)

5.6.7 The meeting recalled MIDANPIRG Decision 21/16 related to the implementation plan of the MID ADS-B height Monitoring System (MID AHMS). The meeting was apprised of the progress made by the MIDRMA related to the implementation of the AHMS requirements, particularly the technical validation of AHMS methodology in cooperation with Civil Aviation Authorities (CAAs) in Bahrain, Kuwait and Oman. The meeting noted that the results of the validation demonstrated that the system capability to generate reliable and repeatable height-monitoring results across a wide range of aircraft types and operational environments, which supported the effectiveness of ADS-B data in monitoring aircraft height-keeping performance and aligns with the ICAO global safety objectives.

5.6.8 The meeting noted the challenges of requesting, transferring, and handling archived ADS-B data submitted by the States, including the data ownership, protection, and the lack of legal framework. In some cases, administrative delays and differing national data-handling regulations have hindered the timely receipt of data required for analysis.

5.6.9 The meeting underlined the need to establish a common understanding and formal agreement among all MIDRMA Member States regarding the use of archived ADS-B data. Accordingly, it was agreed that the same terms and conditions applicable to the Traffic Data Sample (TDS) submitted by the States for the use of RVSM risk analysis be applicable for the use of ADS-B data, to ensure that the ADS-B data is used solely for RVSM height monitoring, safety and risk analysis purposes, under the same data-handling and confidentiality provisions currently applied for TDS.

5.6.10 Based on all the above, the meeting agreed to the following Decision:

MIDANPIRG DECISION 23/16: PROCEDURE OF HANDING THE ARCHIVED ADS-B DATA FOR RVSM HEIGHT MONITORING

That,

- a) archived ADS-B data provided to the MIDRMA be used under the same terms and conditions applicable to the RVSM Traffic Data Samples (TDS) for the purpose of RVSM risk and safety analysis, solely;*
- b) such data shall be used exclusively for MIDRMA analytical purposes and shall not be shared with any third party unless prior written approval is obtained by the concerned Civil Aviation Authority (CAA); and*

- c) *the MIDRMA shall ensure the confidentiality and secure handling of all received data.*

Establishment of a regional criteria for valid Height Monitoring using the ADS-B Height Monitoring System (AHMS)

5.6.11 The meeting noted that the MIDRMA was requested to establish its own regional operational criteria specifying the minimum number of valid AHMS monitoring observations/records necessary for an aircraft to be formally recognized as successfully height-monitored for RVSM purposes, to ensure consistency, reliability, and transparency in the application of AHMS. The meeting noted that the proposed criteria is based on MIDRMA technical studies, operational experience, and statistical analysis, and agreed to the following Conclusion, to supersede the MIDANPIRG Decision 21/16:

MIDANPIRG CONCLUSION 23/17: MID ADS-B HEIGHT MONITORING SYSTEM (MID AHMS)

That, AHMS be implemented by the MIDRMA for RVSM Height Monitoring of Aircraft, using the ADS-B data submitted by the States, considering the following Criteria:

- a) *minimum of five (5) valid AHMS observations meeting ASE and TVE validation thresholds should be established during a maximum period of ninety (90) days; and*
- b) *MIDRMA to:*
 - i. *coordinate with Member States for the collection of the available archived ADS-B data from their CNS/ATM systems, in accordance with the procedure of handing archived ADS-B data;*
 - ii. *maintain active record keeping system of the aircraft registered within the MID Region;*
 - iii. *provide the required training to the ATM/CNS personnel on the extract and submission of the data; and*
 - iv. *provide the required briefing to the responsible CAA airworthiness inspectors and aircraft operators*
- c) *MIDRMA member States be:*
 - i. *encouraged to regularly submit the archived ADS-B data to the MIDRMA; and*
 - ii. *inform the concerned aircraft operators of the standard criteria and its application for RVSM height-monitoring recognition using AHMS.*

Middle East Risk Assessment Software with ADS-B Integration and Response (MIDRAS AIR)

5.6.12 The meeting received updates on the enhancement project of the Middle East Risk Assessment Software (MIDRAS) through the integration of Automatic Dependent Surveillance–Broadcast (ADS-B) technology, resulting in the upgraded system referred to as ADS-B Integration and Response (MIDRAS AIR). The integration of ADS-B would enable the use of high frequency, four-dimensional (4D) trajectory data, providing a more accurate and operationally representative basis for

collision risk assessment in RVSM airspace. consequently, for the effective implementation of the new tool, the meeting highlighted that the States should be committed to the submission of ADS-B data for analysis. While the conventional TDS would remain available.

Airspace Management and Air Traffic Flow Management

5.6.13 The subject was addressed in WP/40 presented by the Secretariat.

Optimization of MID Region ATS route designators

5.6.14 The meeting recalled MIDANPIRG Conclusion 21/5 on ATS route designator optimization and noted that ASM WG developed draft proposals using MIDRMA data, to be finalized at ATM SG/12 before submission to MIDANPIRG/24.

MID Region ATS Route Designator related to approved PfA

5.6.15 The meeting recalled MIDANPIRG Conclusions 19/13 and 20/27, which resulted in the PfAs “MID.II.22/01-ATM” and “MID.II.23/02-ATM” aimed at addressing the identified issues related to the ATS route network. The meeting was informed that, following the completion of the PfA process, States have taken the necessary actions to update their respective AIPs.

Removal of ATS Route prefix “U”

5.6.16 The meeting recalled MSG/6 Conclusion 6/9 regarding the removal of the prefix “U” from ATS route designators. Accordingly, the meeting was informed that the deletion of the prefix “U” has been completed by all MID States, with the exception of Lebanon.

Project 30/10 roadmap and implementation

5.6.17 The meeting recalled MIDANPIRG Conclusions 22/10 and 22/11 related to the development of the Project 30/10 roadmap and the implementation of reduced longitudinal separation. The meeting noted that the ATM SG, through the ASM WG, has worked on the subject by collecting the required information from States and MIDRAM, defining criteria to prioritize challenges, conducting a gap analysis, and developing a draft Roadmap, as presented in **Appendix 5.6B**, for further review by the ATM SG/12 meeting prior to its submission to MIDANPIRG/24.

5.6.18 Based on the outcomes of the analysis, the main issues related to the reduction of longitudinal separation are primarily concentrated at the interfaces between the MID Region and adjacent Regions. In addition, the analysis indicated that the reduction of longitudinal separation has already been implemented within the Region, particularly in FIRs accommodating the main traffic flows. However, further improvements in capacity within the Region could be achieved through other initiatives, such as the establishment of additional ATS routes.

5.6.19 The meeting also agreed on the following Conclusion to supersede MIDANPIRG Conclusion 22/11 for better clarity:

MIDANPIRG CONCLUSION 23/18: IMPLEMENTATION OF REDUCED LONGITUDINAL SEPARATION IN THE MID REGION

That,

a) States, that have not yet done so:

i. be urged to implement reduction of longitudinal separation where appropriate:

- *reduce longitudinal separation down to 10 NM; where ATS surveillance service is provided, and*
- *reduce longitudinal separation minimum subject to PANS ATM Chapter 5, 5.4.2.2, 5.4.2.3, 5.4.2.4, 5.4.2.6 & 5.4.2.9; where ATS surveillance service is not provided, and*
- ii. *be invited to agree with their adjacent FIRs/States on the date of implementation and updating of the LoAs.*
- b) *the ASM Working Group:*
 - i. *monitors the progress of implementation and undertakes necessary measures to promote its advancement.*
 - ii. *develops Guidance Material to implement the different method of separation mentioned in PANS ATM Chapter 5, 5.4.2.2, 5.4.2.3, 5.4.2.4, 5.4.2.6 & 5.4.2.9.*
 - iii. *explore initiatives, incentives or implementation arrangements to expedite the regional implementation of the longitudinal separation reduction.*

Inter-regional Coordination

5.6.20 The meeting was informed of the outcomes of the Special Coordination Meeting between India and Oman, held in Bangkok, Thailand, from 3 to 4 June 2026, to address the issues raised by Oman regarding the implementation of the airspace optimization project at the interface between the Muscat and Mumbai FIRs, as well as the AIDC connection. The main outcomes of the meeting are as follows:

- Agreement to establish an inter-regional APAC–MID Interface Task Force (AMI TF); and
- Development of an action plan with clearly defined actions and timelines for implementation.

5.6.21 The meeting noted a continued increase in issues at regional interfaces, including those related to LHDs, route structure, ATFM, and the implementation of Project 30/10. Particular concern was expressed regarding the interfaces between the Muscat–Mumbai and Karachi FIRs, Sanaa and the FIRs in the vicinity of the Horn of Africa, as well as Cairo and neighboring FIRs across the Mediterranean Sea. While coordination is being conducted directly between the relevant States with the support of the respective ICAO Regional Offices, many of these issues have persisted for an extended period, resulting in the imposition of flow measures and restrictions affecting multiple adjacent FIRs.

5.6.22 The meeting supported the decision to establish an Inter-Regional Task Force to address subjects at the interface area between Asia-Pacific and the MID Regions.

MIDANPIRG CONCLUSION 23/19: CROSS REGIONAL COORDINATION

That, in order to support ANS enhancement in the MID Region, in view of the cross-regional challenges, ICAO MID is invited to facilitate cross-regional coordination activities between concerned MID States with the relevant States from adjacent Regions, in coordination with relevant ICAO Regional Offices.

FF-ICE implementation Roadmap

5.6.23 The meeting noted that a FF-ICE Workshop was held during ATM SG/11 and CNS SG/14 meetings, with the aim of enhancing shared awareness and addressing implementation challenges related to the development of a regional transition plan.

5.6.24 The meeting further noted that the ASM WG conducted a study, based on Air Navigation Report-2025, to assess the current status of ASBU FF-ICE elements, particularly Block 1 and 2, as well as their interdependencies with SWIM, AMET, DAIM, and COMI. The report available at **Appendix 5.6C** highlights the following:

- FICE elements in Blocks 1 and 2 are predominantly reported as either “Not Identified as a Priority” or “Planned/Ongoing”; and
- interdependency elements including DAIM and COMI elements fall within an acceptable range. In contrast, the implementation status of SWIM elements related to FICE is predominantly reported as “Planned/Ongoing” or “Not Identified as a Priority”.

Delineation of FIR/SRR description in MID ANP Volume I

5.6.25 The meeting recalled MIDANPIRG Conclusion 20/13 on amending ANP Volume I to incorporate the delineation of MID FIR/SRRs through the PfA process. It noted that the Khartoum FIR/SRR PfA was submitted on the ANB online platform for further process. The meeting also noted the agreement between Egypt and Saudi Arabia on a common FIR/SRR boundary, thanked both States, and encouraged them to conduct similar exercises with all adjacent FIRs before submitting PfAs.

ASM-Regional ATM Contingency Framework (RACF)

5.6.26 The meeting noted that the RACF provides guidelines to ensure the safe and orderly flow of international air traffic across the ICAO MID Region during ATS or support service disruptions, while maintaining the availability of major routes. The draft was reviewed at the ICAO APAC/MID ATM Contingency Planning Workshop (Bangkok, 25–28 June 2024) and the MID ATM Contingency Framework Workshop (Muscat, 1–5 February 2026), with States’ feedback submitted to ICAO. The framework is intended to replace the MID ATM Contingency Plan (MID Doc 003), subject to further review by the ATM SG/12 meeting.

Air Traffic Flow Management (ATFM)

5.6.27 The meeting noted that, based on the latest ATFM Task Force survey, Phase 1A implementation in the MID Region has reached 65%. It also noted that, according to the Air Navigation Report 2025, ASBU interdependency threads such as AMET and APTA are largely implemented or ongoing, while RSEQ, SURF, and ACDM are mostly “not identified as priorities” by States.

5.6.28 The meeting tasked the ATFM Task Force to place greater emphasis on the implementation phase and recommended establishing clear criteria for classifying ATFM implementation across States. Accordingly, the meeting agreed to the following conclusion:

MIDANPIRG CONCLUSION 23/20: MID ATFM PLAN WITH APPLICABILITY AREA

That, the ATFM Task Force:

- a) *revise the current MID ATFM Plan (ICAO MID Doc 014) to be in line with ICAO latest provisions;*
- b) *define applicability area in the MID region;*
- c) *develop draft PfA to the MID ANP Volume II, to include implementation of ATFM as a requirement in the MID Region per applicability area, with minimum implementation measures; and*
- d) *place greater emphasis on the implementation phase and recommend establishing clear criteria for classifying ATFM implementation across States and Regions.*

Enhancement Initiative Between Sultanate of Oman and the Republic of Yemen

5.6.29 The subject was addressed in WP/86 presented by Oman, summarizing the outcomes of the Oman–Yemen meeting held in Muscat on 6–7 April 2026, aimed at enhancing ANS and optimizing the airspace over high seas between the MID, APAC, and AFI regions.

Oman update related to ATM/SAR

5.6.30 The subject was addressed under PPT/87 presented by Oman. Through this PPT, Oman provided an update on the progress of the Airspace Optimization Project, including the transition plan, conceptual design, feasibility and transition studies (FTS), and stakeholder engagement activities. Oman also sought the support of all stakeholders to facilitate the effective implementation of the project across the affected FIRs and to strengthen coordination among the APAC, MID and AFI Regions, ensuring that the concerned FIRs implement the necessary airspace enhancements to safely and efficiently accommodate the forecasted regional and interregional traffic demand.

Concept to Practice Transforming ATS to ATM

5.6.31 The subject was addressed in PPT/58 presented by Egypt. In this presentation, the meeting noted that Egypt has established the National Airspace Management Centre (NASMC), which acts as the national Airspace Management (ASM) authority. Its core mandate is to coordinate multiple stakeholders to enable the Flexible Use of Airspace (FUA). In this context, NASMC deploys a suite of integrated operational enablers designed for real-time synchronization, including the development of a RAD portal and dynamic RAD solutions to address existing challenges such as airspace users planning, NOTAMs, AUP/UUP, etc.

Update on the implementation of the RAD portal

5.6.32 The subject was addressed in WP/88 presented by Saudi Arabia. This paper provided a comprehensive progress report on the Route Availability Document (RAD) Portal Project for the MID Region to enhance regional airspace efficiency, digital integration, and cross border coordination.

5.6.33 The meeting noted with appreciation the efforts of Egypt and Saudi Arabia in developing RAD portals and requested the concerned States to avoid duplication of efforts and to submit their proposals to the ATM SG for further review and integration.

Current contingency planning and management in the MID Region

5.6.34 The meeting recalled the outcomes of the MID ATM Contingency Framework Workshop conducted in Muscat during the period 1 – 5 February 2026. The meeting noted with appreciation that the recommendations and guidance provided during the workshop were used to successfully manage the MID Region contingency broke on 28 February 2026.

5.6.35 During the meeting, updates were received on the political agreement to end the situation in the MID Region. Accordingly, ICAO MID reached out to all concerned States to ensure the readiness for the resumption, including updating the ICAO MID Recovery checklist circulated earlier to all concerned States in the MID Region; and requested States to provide any limitations on resumption of full operations. The meeting was informed that the closure NOTAMs of Airspaces within the MID Region are being amended or cancelled, towards the resumption of normal operations. The meeting appreciated the efforts of the CCT members and all Stakeholders in handling the situation, and requested the Secretariat to include the lessons learned, challenges and successes in the future amendments of the Regional ATM Contingency planning (MID Doc 003).

Development of Muscat FIR ATM Contingency Procedure and Arrangements

5.6.36 The subject was addressed in WP/60 presented by Oman, which presented the development of the ATM Contingency Procedure and associated operational arrangements to support continuity of ATS and ensure the safe and orderly flow of international air traffic during contingency situations affecting Muscat FIR. The paper highlights the Muscat FIR ATM Contingency Procedure, developed as the principal operational guideline based on the outcomes of the Regional ATM Contingency Framework workshop. The paper further outlined the contingency coordination structure, escalation arrangements, ATM Operational Contingency Centre (AOCC), and the contingency playbooks and operational arrangements established to support tactical response and operational continuity during ATM disruptions.

Operational Impact of the Current Regional Airspace Crisis on Muscat FIR ATM Operations

5.6.37 The subject was addressed in WP/75 presented by Oman. This paper presents Oman's experience in managing the operational impact of the current Middle East airspace crisis on Muscat FIR. Although Muscat FIR remained operational, airspace closures, restrictions, and uncertainty in neighboring FIRs significantly affected traffic flow patterns, routing structures, coordination requirements, diversion handling, airborne holding, tactical flow management, and ATS unit workload. The paper also highlights the redistribution of traffic across key interface points, the contingency actions taken by Oman, lessons learned, and proposed measures to strengthen regional contingency coordination and ATM system resilience.

Lessons Learned from Managing Airspace Operations During Regional Geopolitical Disruptions

5.6.38 The subject was addressed in PPT/76 presented by UAE. The meeting was apprised of the activities conducted for the planning and implementation of the contingency measures started in February 2026 within Emirates FIR; in coordination with regional and national stakeholders including the military authorities, national carrier and the ICAO MID CCT team. The meeting noted with appreciation the rapid response and mitigation of the identified risks that led to the development of alternate routing availability. In addition, the Traffic Daily Plan (TDP) Portal and airspace slot management to ensure balance between capacity and demand in close coordination with the airspace users. The meeting noted the lessons learned and recommendations that could be used to further enhance the contingency planning.

Role of the General Directorate of Aviation Operation and Services during the Regional Crisis situation

5.6.39 The subject was addressed in WP/84, presented by Qatar. The meeting noted the operational measures and the contingency arrangements implemented by Qatar in coordination with the relevant stakeholders to ensure preparedness, continuity and resilience of aviation operations during the crisis, in compliance with the national standards. Additionally, the meeting was apprised of the responses to the ICAO MID Region Recovery Checklist (Part B) regarding Letters of Agreement, separation minima, and ATFM arrangements with adjacent FIRs, as well as QCAA's active participation in the Crisis Coordination Team (CCT) meetings for regional contingency alignment, and the activities for consultation with the national stakeholders to ensure safe and orderly operations.

Role of the QCAA through the General Directorate of Aviation Operation and Services

5.6.40 The subject was addressed in PPT/84 presented by Qatar, outlining QCAA actions during regional security developments. QCAA activated a crisis framework to ensure safe and resilient Doha FIR operations through contingency ATM, ESCAT, emergency ATS, enhanced rescue readiness, NCC coordination, and cooperation with regional and industry stakeholders.

5.7 CNS**COMMUNICATIONS MATTERS**

5.7.1 The subject was addressed in WP/42 presented by the Secretariat. The meeting recalled that the Regional OPMET Center (ROC) plan has been developed to facilitate the exchange of IWXXM messages via the AMHS network, given that the legacy AFTN network does not support XML-based communication. It was further reported that all required actions have been completed, except for two outstanding items: the assessment of inter-regional connection bandwidth and the transition of the Beirut–Nicosia link from CIDIN to AMHS, as reflected in the ROC plan at **Appendix 5.7A**.

5.7.2 The meeting agreed that the ROC plan can be considered fully implemented, as the remaining items do not affect the operational exchange of ROC data. In addition, the meeting encouraged States to evaluate the need for increased connection bandwidth to ensure the efficient exchange of messages.

5.7.3 The meeting was informed of the existence of several bilateral interregional connections within the MID Region, which may affect the efficiency and organisation of AFS traffic exchange. In this context, the meeting recalled that MIDANPIRG/20, through Conclusion 20/37, urged States to rationalize bilateral interregional connections, considering the regional requirements identified in the MID ANP, Volume II. The meeting further reiterated that States should refrain from establishing additional interregional connections, to maintain the efficiency and reliability of inter-regional message exchange.

5.7.4 The meeting noted with concern that configuration mismatches and routing errors may result in message loops and delivery failures, especially with the traffic exchanged with SITA Network. Accordingly, the meeting agreed to the following Conclusion:

**MIDANPIRG CONCLUSION 23/21: EFFICIENCY OF THE AMHS NETWORK
OPERATION IN THE MID REGION**

That, in order to enhance the efficiency and ensure consistency of the AFTN/AMHS network operations in the MID Region, States be urged to:

- a) refrain from establishing new bilateral inter-regional connections and rationalize existing ones, ensuring that operational requirements, overall network efficiency, and the regional provisions specified in MID ANP Volume II are fully considered;*
- b) update the AMC data, including AFTN/AMHS Routing directories, on a regular basis in close collaboration with the MIDAMC team; and*
- c) ensure that the AMHS system operates in full alignment with the AMC data, including proper configuration of AMHS parameters and timely update of P3/P7 user agents' addressee information*

5.7.5 The meeting noted that certain MID States are facing operational challenges related to the Inter-Regional communications. Consequently, the meeting requested ICAO to organize a meeting with the concerned States to address Inter-Regional aeronautical fixed services (AFS) issues. Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/22: AFS INTER-REGIONAL COORDINATION

That, in order to enhance coordination and facilitate resolution of outstanding Inter-Regional issues, ICAO MID Office is to organize an AFS inter-regional coordination meeting with AFI, APAC, and EUR/NAT Regions and States involved.

5.7.6 The meeting noted the successful conduct of the MIDAMC Workshop held in April 2026, which provided participants with essential knowledge and practical skills. The meeting agreed that an advanced workshop should be organized in 2027 to further strengthen operator competencies and enhance the efficiency and reliability of the AFTN/AMHS network. The meeting also acknowledged requests from Libya, Syria, and Yemen to organize MIDAMC workshops at the national level, to enable broader participation and support AMHS implementation within their States. Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/23: CAPACITY BUILDING ACTIVITIES ON AMHS/AMC

That, in order to strengthen AMHS operator competencies and enable the smooth and efficient AMHS operation in the MID Region:

- a) an Advanced AMHS/AMC Workshop be organized in 2027; and*
- b) States interested to organise AMHS/AMC Workshop at National level send official requests to the ICAO MID Office.*

5.7.7 The meeting agreed to the updated MIDAMC STG Terms of Reference (ToRs) as at **Appendix 5.7B**, considering the AIM SG's ToRs and the withdrawal of the MIDAMC Platform and the transition to the use of the AMC. Accordingly, the meeting agreed to the following Decision:

MIDANPIRG DECISION 23/24: MIDAMC STG AMENDED TERMS OF REFERENCE

*That the MID AMC Steering Group Terms of Reference be amended as at **Appendix 5.7B**.*

MID IP NETWORK PROJECT

5.7.8 The meeting recalled previous initiatives to join other Regions' IP Network projects, such as the APAC-CRV and EUROCONTROL's New PENS projects. The meeting agreed on the need to establish a clear direction for the MID IP Project, whether to take no further action, to join another Region's network, or to develop a dedicated network established and operated by a Middle East telecommunications provider. Therefore, the meeting agreed on the need to establish an Action Group to reassess all available options and provide recommendations to the CNS SG/16 and MIDANPIRG/24 meetings. Accordingly, the meeting agreed to the following Decision:

MIDANPIRG DECISION 23/25: MID IP Network Action Group

That,

- a) the MID IP Network Action Group is established to reassess all options and scenarios related to the MID IP project and to provide guidance on the most appropriate course of action; and*
- b) the MID IP Network Action Group is composed of:*
 - i. Mohamed Sultan (Egypt)*

- ii. *Yasser Zayyad (Jordan)*
- iii. *Ahmed El-Amari (Libya)*
- iv. *Said Albalushi (Oman)*
- v. *Sheikha Al-Temais (Qatar)*
- vi. *Faisal Alzahrani (Saudi Arabia)*
- vii. *Ayham Alkilani (Syria)*
- viii. *Rashed Al-Shehi (UAE)*
- ix. *Ezat Faiq (Yemen)*
- x. *ICAO Secretariat*

MIGRATION TO AN IP-BASED AERONAUTICAL COMMUNICATION NETWORK

5.7.9 The subject was addressed in WP/67 presented by Saudi Arabia. The meeting was apprised of the modernization of Saudi Arabia's air navigation services network through the deployment of an IP-based Aeronautical Communication Network over private terrestrial and satellite circuits. The upgrade spans over sixty-three (63) CNS sites and enables ATS voice over IP (VOIP). The project replaced a legacy single-provider system with a modern, centrally managed network, enhancing reliability and performance for safety-critical services.

5.7.10 The meeting encouraged States to share their experience regarding the implementation of VOIP and emphasized the importance that the CNS SG remains informed about VOIP implementation and any challenges that may arise at regional level.

SPECTRUM ISSUES

5.7.11 The subject was addressed in WP/43 presented by the Secretariat. The meeting recalled the issue of frequency congestion in the MID Region and discussed a set of actions to mitigate it. These actions include revising the MID Region allotment plan, enhancing the quality of the ICAO frequency database to support more accurate frequency assignment, and exploring additional measures to expand available spectrum capacity, including the implementation of 8.33 kHz channel spacing and various approaches to optimize the use of the DME spectrum.

5.7.12 IATA expressed its support for the implementation of 8.33 channel spacing and confirmed that all airlines have been fully equipped with the necessary 8.33 receivers.

5.7.13 The meeting requested CNS SG to initiate work on CPDLC, recognizing its potential to alleviate frequency congestion in the Region. However, it was noted that the current equipage rate within the Region remains limited.

5.7.14 Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/26: FREQUENCY CONGESTION

That, in order to reduce COM and NAV frequency congestion and enhance frequency availability in the MID Region, States are required to complete the following actions by the end of 2026:

- a) *complete the review and update of their frequency assignment data in the current ICAO database;*
- b) *provide their projected frequency requirements up to 2034 using the questionnaire provided in **Appendix 5.7C**, to enable ICAO conduct the necessary simulations and assess with States the need for implementing reduced channel spacing (8.33 kHz); and*

- c) *complete the review of the MID Region allotment plan for processing by ICAO and inclusion in the relevant ICAO documents.*

5.7.15 The meeting was apprised of the review conducted by the CNS SG/15 related to the provisions and recommendations for enhancing interference detection and resolution through effective spectrum regulatory measures and enforcement. Given the importance and criticality of the issue, the meeting agreed that ICAO would provide a survey listing the required actions along with their references and monitor implementation using the matrix at **Appendix 5.7D**. Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/27: MITIGATING INTERFERENCE THROUGH EFFECTIVE SPECTRUM REGULATORY MEASURES AND ENFORCEMENT

*That, in order to implement Assembly Resolutions and ICAO provisions related to the mitigation of interference through effective spectrum regulatory measures and enforcement, States are urged to implement the actions listed in **Appendix 5.7D** and provide feedback to the CNS SG/16 meeting, for monitoring and appropriate action.*

5.7.16 The meeting recalled that the ITU WRC-27 does not include agenda items specifically dedicated to aviation safety frequency allocations; however, several items under consideration may still affect aeronautical safety services, including the spectrum used by the Radio Altimeter. Furthermore, the meeting noted with concern that WRC-27 is studying the identification of additional spectrum for the IMT in one or more frequency bands, including a band which is immediately adjacent to the Radio Altimeter band.

5.7.17 The meeting stressed the need to actively advocate for the ICAO WRC-27's position and to engage with States and relevant International Organizations to ensure the protection of aviation safety. Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/28: COORDINATION AND ADVOCACY FOR THE PROTECTION OF THE RADIO ALTIMETER BAND IN WRC-27

That, in order to strengthen regional and international coordination in support of the ICAO position on radio altimeter spectrum protection, and to ensure effective engagement with relevant stakeholders during WRC-27:

a) ICAO MID Office to:

- i. conduct Workshops and/or meetings in 2026/2027 with the Arab Spectrum Management Group (ASMG) in support of WRC-27 preparations, with particular emphasis on radio altimeter issue; and*
- ii. coordinate with States as well as other International and Regional Organizations, to strengthen collaboration and advocate for the protection of the radio altimeter band.*

b) States to:

- i. participate actively in the Regional WRC27 preparatory events;*
- ii. coordinate with their national radio regulator to support ICAO WRC-27 position; and*
- iii. send their representatives within the State's delegates to the WRC-27.*

NAVIGATION MATTERS

5.7.18 The subject was addressed in WP/44 presented by the Secretariat. The meeting recalled the AN-Conf/14 Recommendation 2.2/2 related to addressing GNSS interference and contingency planning, and the Assembly Resolution A42-8/c new and updated operative clauses related to NAV RON, C-PNT and illegal transmitters.

5.7.19 The meeting noted that the GNSS RFI can have a significant impact on operational safety, potentially contributing to three global high-risk categories of occurrence (G-HRC): Mid-Air Collision (MAC), Controlled Flight Into Terrain (CFIT), and Loss of Control In-flight (LOC-I).

5.7.20 The meeting was informed that there is no short-term solution for the GNSS RFI. States encountering implementation challenges may utilize the implementation Package (iPack) for the mitigation of GNSS RFI enabling them to deploy both preventive and reactive mitigation measures, as necessary.

5.7.21 The meeting recalled that MIDANPIRG/20, through Decision 20/47, requested the ICAO MID Office to collaborate with ACAO to assess the feasibility of establishing a Regional GNSS RFI monitoring System. The meeting also recalled the AN-Conf/14 Recommendation 2.2/2(b), which urged States to develop a GNSS reporting mechanism, using the PRIG framework.

5.7.22 The meeting was informed that the CNS SG/15 meeting had received several industry briefs on GNSS RFI monitoring solutions. In this regard, States were encouraged to consider establishing a GNSS RFI monitoring system. Furthermore, the meeting agreed that the feasibility of establishing a regional or sub-regional central RFI information repository, should be explored once States have developed sufficient national capabilities. Accordingly, the meeting agreed to the following Conclusion to replace and supersede the MIDANPIRG/22&RASG-MID/12 Conclusion 2 and MIDANPIRG Conclusion 20/47:

**MIDANPIRG CONCLUSION 23/29: STRENGTHENING REGIONAL PREPAREDNESS
AGAINST GNSS RFI DISRUPTIONS**

That, in order to strengthen regional preparedness for responding to disruptions caused by GNSS RFI, States are urged to:

- a) implement Assembly Resolution A42-8 Appendix C to ensure timely and effective measures are taken; and*
- b) consider establishing a GNSS RFI monitoring system to enhance situational awareness and mitigate safety and security risks.*

5.7.23 The meeting was informed that the RSA-14 (GNSS Vulnerability) requires a substantial update to remain aligned with ongoing developments, given the evolving nature of GNSS jamming and spoofing, as well as ICAO's recent publications and provisions on the subject. The meeting noted that Oman will lead the review process, with support from Egypt and the ICAO Secretariat.

5.7.24 The meeting recalled that the ICAO MID DOC 11 "Guidance on GNSS implementation in the MID REGION" includes mitigation strategies to GNSS vulnerabilities and agreed on the need to revise and update it to take into account, inter alia, the followings:

- i) the latest amendment to ICAO Annex 10, Volume I;

- ii) Assembly Resolution 42-8 Appendix C;
- iii) AN-Conf/14 Recommendation 2.2/2;
- iv) the most recent revision of RASG-MID Safety Advisory 14 (RSA-14); and
- v) the outcomes of ICAO events, including the 1st and 2nd Radio Navigation Symposia.

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

MIDANPIRG CONCLUSION 23/30: REVISION OF THE GNSS-RELATED DOCUMENTS IN THE MID REGION

That, in order to ensure alignment of regional guidance with global developments, emerging threats, and ongoing international and regional efforts, the ICAO MID DOC 11 & RSA14 on GNSS Vulnerabilities, be updated and presented to the CNS SG/16 meeting for review, before presentation to MIDANPIRG/24 for endorsement.

5.7.26 The meeting recalled the discussion during the 42nd Session of the ICAO Assembly related to the development of GNSS RFI related ATC phraseology; and noted that the subject is still under consideration by the relevant Panel (ATMOPS).

5.7.27 The meeting recalled that MIDANPIRG/18, through Decision 18/42, established the NAV-MON Action Group to develop a Template for a NAV-MON Plan. Consequently, the Action Group held several virtual meetings with four volunteering States (Egypt, Jordan, Oman, and the UAE) and produced the initial draft of the NAV-MON Template. Feedback was requested from the ATM SG and PBN SG through MIDANPIRG Conclusion 21/26.

5.7.28 The meeting was informed that a new concept, the Resilient Navigation Operational Network (NAV RON), is being developed. The meeting agreed on the need to maintain and verify the continued implementation of NAV-MON until the forthcoming concept is developed. Accordingly, the meeting updated the objective and the composition of the NAV-MON Action Group and agreed to the following Decision to supersede MIDANPIRG Conclusion 21/26 and Decision 22/20:

MIDANPIRG DECISION 23/31: NAVIGATIONAL OPERATIONAL NETWORKS-NAV MON ACTION GROUP

That, in order to assist States with the implementation of the required conventional infrastructure, NAV-MON and the forthcoming, NAV-RON, the NAV MON Action Group:

a) undertake the necessary actions to assist States with the NAV-MON and NAV-RON implementation, and facilitate the sharing of resources and best practices among States;

b) is composed of:

- Mr. Waheed Sulieman (Egypt)
- Ms. Neveen Askar (Jordan)
- Mr. Abdullah AlFarsi (Oman)
- Mr. Sadiq Al-Laweaiti (Oman)
- Ms. Wadha Almalki (Qatar)
- Mr. Khaled Al-Harby (Saudi Arabia)
- Mr. Hussam Alsaïd Ali (Syria)
- Mr. Jacob Avis (UAE)
- Ms. Lindi Kirkman (IATA)
- Mr. Arnaud Du Bédât (IFALPA)
- The ICAO MID Secretariat

5.7.29 The meeting noted the discussions held during the CNS SG/15 meeting concerning the extension of periodic flight inspection intervals for ground-based navigation aids and the criteria applied to determine such extensions. In this regard, States were invited to share their experiences, best practices, and lessons learned related to flight inspection intervals and monitoring strategies. The meeting also encouraged the exchange of information on regulatory frameworks, safety assessments, and monitoring arrangements to support the harmonized and safe implementation of extended flight inspection intervals within the MID Region, as appropriate.

5.7.30 The meeting was informed that the planned ICAO MID PBN/GNSS Workshop (Cairo, 29 September-1 October 2026) will address, inter-alia, matters related to radio navigation flight inspection. The meeting encouraged States to participate actively in the Workshop to ensure broad engagement and the effective exchange of expertise.

GNSS MONITORING AND DME-TO-DME OPTIMIZATION SUPPORTING THE RESILIENT NAVIGATION OPERATIONAL NETWORK (RON)

5.7.31 The subject was addressed in WP/66 presented by Saudi Arabia. The meeting was informed of the integrated, two-layered approach to NAV MON resilience within the Jeddah FIR, which comprises a GNSS RFI Monitoring System designed to enhance situational awareness for ATCOs, ATSEPs, and flight crew, alongside the optimization of ground radio navigation infrastructure. This optimization is achieved through DME-to-DME coverage and the adoption of omnidirectional antennas, providing a resilient terrestrial reversion capability to ensure continuous and safe Positioning, Navigation, and Timing (PNT).

5.7.32 The meeting encouraged States to adopt layered, multi-source strategies that integrate GNSS monitoring with resilient conventional navigation aids. It further urged the conduct of comprehensive DME-to-DME coverage analyses, including potential extensions to neighboring MID States to strengthen regional resilience and mitigate frequency congestion arising from increased demands on DME channels. Furthermore, the meeting supported enhanced regional collaboration and data sharing for GNSS interference detection and mitigation.

SURVEILLANCE MATTERS

5.7.33 The subject was addressed in WP/45 and WP/65, presented by the Secretariat and Saudi Arabia, respectively.

5.7.34 The meeting was informed that improper Mode S Interrogator Code Allocation (MICA) can significantly disrupt ATC operations by degrading radar track stability. The meeting further noted that an assessment of MICA system usage by MID Region stakeholders identified several activities that were not being performed in a timely or consistent manner, including the following:

- i. Conflict reports were not being processed by MID users in a timely manner.
- ii. Several assigned codes have not been confirmed as implemented.
- iii. Assigned codes are required to be revalidated every five years; however, this process was not always completed by States within the required timeframe.

5.7.35 The meeting was informed that several MID MICA users have been utilizing the MICA platform without prior training on its functions and tools. It was recalled that a MICA workshop had previously been conducted. The meeting agreed on the need to organize training sessions for new users and refresher training for those who have already been trained. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 23/32: ENHANCING MODE S INTERROGATOR CODES MANAGEMENT PROCESS

That, in order to enhance the MICA management process and the use of the MICA Platform in the MID Region:

- a) a Surveillance Workshop including MICA training be organized in 2027; and*
- b) MID MICA Focal Points be urged to:*
 - i) carry out the necessary actions in a timely manner, including confirmation of implementation, and where applicable, revalidation of assigned codes;*
 - ii) respond to conflict reports, where involved, and take the necessary corrective action without delay; and*
 - iii) indicate any challenges encountered in using the MICA platform or following the associated processes.*

5.7.36 The meeting was apprised of obsolete elements within the current version of the MID Region Surveillance Plan (ICAO MID 013) including, inter-alia:

- i. the GANP Surveillance Plan, which no longer exists in the current version of the online GANP;
- ii. the baseline of surveillance infrastructure in the MID Region, which is dated December 2020;
- iii. the medium- and long-term actions need to be updated;
- iv. the timeline for DFMC GNSS is inaccurate;
- v. the plan for ADS-B implementation in the MID Region is no longer relevant in light of prevailing GNSS RFI conditions; and
- vi. the implementation of ADS-B/IN

5.7.37 The meeting was informed of the deployment of the ADS-B network as a second layer of ATS surveillance serving the Jeddah FIR. The meeting noted the lessons learned during implementation, as well as a summary of the principal capabilities to be introduced by ADS-B Version 3. It was further noted that these capabilities will be incorporated in Amendment 92 to Annex 10, Volume IV, which will become applicable on 26 November 2026. The meeting agreed that the CNS SG should monitor the development and implementation of ADS-B Version 3, and identify operational use cases and regional needs that may justify future ATM system enhancements; and

5.7.38 The meeting agreed that the MID Region Surveillance Plan should be updated, and tasked the Secretariat, with the support of Egypt and Qatar, to prepare the first draft of the revised version.

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

MIDANPIRG CONCLUSION 23/33: MID REGION SURVEILLANCE PLAN

That, in order to strengthen Surveillance Planning, Implementation, and Operations in the MID Region:

- a) States are invited to share information on the deployment of ATS Surveillance including ADS-B, Multilateration, and the related lessons learned; and*
- b) the MID Region Surveillance Plan be reviewed and updated, taking into account the outcome of the Surveillance Workshop, and submitted to CNS SG/16 and MIDANPIRG/24 meetings for review and endorsement.*

Cybersecurity

5.7.40 The subject was addressed in WP/46 and WP/78, presented by the Secretariat and UAE, respectively.

5.7.41 The meeting was briefed on the actions undertaken by the MID Regional Aviation Security and Facilitation Group (MID-RASFG) regarding cybersecurity. These included the development and analysis of the Cybersecurity Action Plan (CyAP) questionnaire, as well as the adoption of a Conclusion proposing the establishment of a Regional multidisciplinary Aviation Cybersecurity Task Force.

5.7.42 The meeting noted that Five (5) States replied to the Questionnaire. The analysis of the questionnaire responses from five States highlights a concern regarding cybersecurity capacity-building programmes, particularly the limited availability of aviation-specific cybersecurity training and the effectiveness of current cybersecurity awareness initiatives.

5.7.43 The meeting supported the establishment of Aviation Cybersecurity Ad-hoc Working Group, with the objective of avoiding duplication of efforts and optimizing the use of States' resources. Consequently, the meeting agreed to dissolve the ANS Cybersecurity Working Group (ACS WG). Accordingly, the meeting adopted the following Decision:

MIDANPIRG DECISION 23/34: DISSOLUTION OF ACS WG

That, in order to address Cybersecurity and Resilience through a multidisciplinary approach, ANS Cybersecurity Working group (ACS WG) is dissolved.

5.7.44 The meeting noted the UAE's proposal to establish proportionate, risk-based, and operationally informed cybersecurity governance for Air Navigation Services (ANS) systems. It further acknowledged the importance of applying such governance in a manner that balances proportionality, operational realities, and risk considerations, with particular attention to potential consequences and impacts on service continuity.

5.7.45 The meeting encouraged enhanced coordination among civil aviation authorities, national cybersecurity agencies, Air Navigation Service Providers (ANSPs), and industry stakeholders to advance an integrated assurance approach to cybersecurity governance. Furthermore, the meeting agreed to refer the UAE's paper to the CNS SG for further review and appropriate action.

5.7.46 The meeting noted that ACAO has established a Cybersecurity Committee and invited ACAO to report the outcomes of this Committee to the CNS SG and MIDANPIRG.

5.8 MET

Outcomes of the MET SG/13

5.8.1 The subject was addressed in WP/47 presented by the Secretariat, and WP/68, presented by Saudi Arabia. The meeting reviewed the outcomes of the Thirteenth Meeting of the Meteorology Sub-Group (MET SG/13), held in Cairo, Egypt, from 16 to 17 December 2025. The meeting noted that the MET SG/13 discussed a number of global and regional developments related to meteorological services, including the outcomes of METP/6, WAFS developments, IWXXM implementation, SIGMET issuance, and the results of the MID Regional MET Implementation. Survey.

5.8.2 The MET SG/13 meeting noted the outcomes of METP/6, including developments related to the transition towards SWIM-enabled meteorological service provision, Quantitative Volcanic Ash (QVA), Space Weather Information Service (SWIS), Hazardous Weather Information Services (HWIS), and enhancements to the World Area Forecast System (WAFS). The meeting further noted the importance of preparing for the future transition towards digital information exchange and SWIM-enabled meteorological services.

5.8.3 The meeting reviewed the results of the ICAO MID Regional MET Implementation Survey conducted pursuant to MIDANPIRG Conclusion 22/32. The meeting noted that responses were received from eleven out of the fifteen MID States and that, while the fundamental MET service infrastructure is generally established throughout the Region, implementation gaps remain in several areas, including IWXXM implementation, cross-border SIGMET coordination, reception and operational use of Space Weather advisories, and reception of WAFS products.

5.8.4 The meeting recognized that these gaps represent important areas requiring continued regional attention, particularly in the context of increasing reliance on digital information exchange, SWIM-enabled services, and global advisory information. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 23/35: STRENGTHENING IMPLEMENTATION AND OPERATIONAL USE OF GLOBAL ADVISORIES IN THE MID REGION

That,

a) States be urged to:

- i. fully implement Annex 3 (including latest amendments) and PANS-MET (Doc 10157) by 31 December 2026;*
- ii. strengthen national capabilities for receiving and using global advisory information, including WAFS, VAAC/VONA, SWX, and TAAC products;*
- iii. improve cross-border SIGMET coordination through regular drills, harmonized procedures, and monitoring activities; and*
- iv. nominate national focal points for IWXXM and SWX matters to support regional coordination and identify capacity-building needs;*

b) the ICAO MID Office continue monitoring MET implementation through periodic surveys and report progress to MET SG and MIDANPIRG.

5.8.5 The meeting reviewed developments related to WAFS and SADIS, including the implementation of automated T+24 SIGWX forecasts, the introduction of multi-timestep SIGWX products in IWXXM format via the SADIS API, the implementation of automated WAFS backup arrangements, and the planned retirement of the SADIS FTP service by November 2028. The meeting noted that maintaining up-to-date SADIS Focal Point information is essential for effective regional coordination and service continuity. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 23/36: SADIS FOCAL POINT INFORMATION

That States are urged to send updated contact details of their SADIS Focal Point to SADISManager@metoffice.gov.uk, with a copy to the ICAO MID Office (icaomid@icao.int).

5.8.6 The meeting reviewed an analysis of Volcanic Ash SIGMET issuance associated with the Hayli Gubbi eruption in November 2025. The meeting noted deficiencies in coding practices, descriptor usage, polygon construction, consistency with volcanic ash advisory information, and cross-border coordination among adjacent MWOs. The meeting recognized the need for enhanced training, harmonized procedures, and regional coordination in support of SIGMET and VA SIGMET issuance. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 23/37: STRENGTHENING SIGMET AND VOLCANIC ASH SIGMET ISSUANCE IN THE MID REGION

That MID States, in coordination with ROC Jeddah:

- a) review and update national regulatory frameworks, operational procedures, and guidance material for SIGMET issuance, ensuring alignment with Amendment 82 to Annex 3 and PANS-MET (Doc 10157), including correct use of descriptors, polygon formats, and integration of VAA/VAG and future QVA information;*
- b) conduct refresher training for MWO personnel on SIGMET preparation and coding, with dedicated modules for VA SIGMET issuance;*
- c) formalize cross-border coordination among adjacent MWOs to ensure consistency and avoid gaps or overlaps during volcanic ash events; and*
- d) initiate regional SIGMET test exercises in coordination with VAAC Toulouse, WAFC London, and ROC Jeddah, covering WS, TC, and VA SIGMET types, to validate compliance with Annex 3 and PANS-MET, and compile quality monitoring reports for MET SG review.*

5.8.7 The meeting reviewed the status of IWXXM implementation in the MID Region as at **Appendix 5.8A**. The meeting noted that progress remains uneven among States and that the information contained in **Appendix 5.8A** was outdated. Accordingly, the meeting tasked the MET SG to review and update the regional status and urged States to regularly report progress to the ICAO MID Office.

5.8.8 The meeting emphasized the importance of accelerating implementation efforts in support of future SWIM-enabled meteorological services and agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 23/38: MID REGION IWXXM IMPLEMENTATION STATUS

That the ICAO MID Office conduct a survey to collect up-to-date information from MID States (with particular attention to States using ROC-provided IWXXM translation services) on the national status and planned implementation dates for:

- (a) IWXXM provision via the AMHS network; and*
- (b) METAR/SPECI; TAF; and SIGMET in IWXXM.*

5.8.9 The meeting noted with concern the limited participation of MID States in MET SG/13 and emphasized that active and sustained engagement by States is critical to the effective implementation of meteorological provisions, regional performance monitoring, identification and resolution of deficiencies, and the successful execution of the MET SG work programme. The meeting, therefore, encouraged MID States to ensure consistent representation at future MET SG meetings by nominating appropriate experts from both Civil Aviation Authorities and Meteorological Service Providers.

Competency framework for aeronautical meteorological personnel

5.8.10 The subject was addressed in WP/69, presented by Saudi Arabia. The meeting reviewed the proposal to develop a common regional competency framework for aeronautical meteorological personnel in the MID Region.

5.8.11 The meeting noted that ICAO and WMO have already established comprehensive global provisions governing the qualification, competency assessment, and competency assurance of aeronautical meteorological personnel. These provisions include the competency requirements contained in ICAO Annex 3 — Meteorological Service for International Air Navigation, the WMO Competency Framework for Aeronautical Meteorological Personnel, the Manual on the Implementation of Education and Training Standards in Meteorology and Hydrology (WMO-No. 1083), and the Guidelines for Competency Assessment and Qualification of Aeronautical Meteorological Personnel (WMO-No. 1205).

5.8.12 The meeting agreed that the proposal to develop a common regional competency framework for aeronautical meteorological personnel in the MID Region should be referred back to the MET Sub-Group (MET SG) for review, clarification and assessing the need for any additional guidance or enhancements of the global ICAO and WMO) provisions.

5.9 *Air Navigation Deficiencies*

5.9.1 The subject was addressed in WP/48 presented by the secretariat. The meeting noted that in accordance with MIDANPIRG Conclusion 22/33, ICAO MID issued State Letter AN 2/2-26/050 dated 9 March 2026, emphasizing the use of MANDD for managing air navigation deficiencies, including the submission of requests for their addition, update, or elimination, supported by a specific corrective action plan (CAP) and target completion date for each case. Also, for security purposes, States were requested to nominate designated MANDD Focal Points and provide their contact details to ICAO MID to obtain access for submitting and maintaining all related updates and CAPs on behalf of the State. The meeting was informed that Bahrain, Jordan, Oman, and Saudi Arabia have officially nominated their MANDD focal points to the ICAO MID Office.

5.9.2 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 was 102 deficiencies compared to 97 deficiencies in MIDANPIRG/22.

5.9.3 A quantitative analysis of the MID States' Air Navigation Deficiencies is shown in the Tables and Graphs presented at **Appendix 5.9A**.

5.9.4 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: based on documents provided by Jordan, the meeting agreed to remove the deficiencies reported against Jordan related to terrain and obstacle data sets; the total number of AIM deficiencies is forty-one (41); thirty-seven (35) priority "A" and six (6) priority "B". Eighteen (18) 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); five (5) related to QMS; four (4) related to AIXM; six (6) related to WAC; three (3) related to pre-flight information services; one (1) related to AIP and aeronautical charts; three (3) related to AIRAC adherence; and one (1) related to WGS-84.
- In the ATM field: based on documents provided by Jordan and Iraq, the meeting agreed to remove the deficiency these States respectively related to lack of contingency agreement with Syria and interruption of ATS route A424; the total number of deficiencies is twelve (12); five (5) priority "A" and seven (7) priority "B". Six (6) related to the uncompleted signature of contingency agreements and six (6) related to the non-implementation of planned regional ATS Routes.
- In the CNS field: 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: the total number of MET deficiencies was twenty-four (24) priority "A" deficiencies. five (5) related to QMS, eight (8) related to METAR, TAF, SIGMET and WAFS, ten (10) related to IWXXM and one (1) related to SADIS.
- In the SAR field: based on documents provided by Kuwait, the meeting agreed to remove the deficiency against Kuwait related to non-compliance with carriage of ELT; the total number

of deficiencies was seven (7) priority “A”. Four (4) related to the lack of implementation of SAR provisions; and three (3) related to non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

5.9.5 The meeting urged States to use MANDD for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies, including the submission of a specific CAP for each deficiency. The meeting reiterated that a deficiency would be eliminated only when a State submits a formal notification to the ICAO MID Office containing the evidence(s) that mitigation measures have been implemented for the elimination of this deficiency.

5.9.6 Given that some deficiencies recorded in the MANDD date back several years and may no longer be valid in light of the current status of the MID ANP, the MIDANPIRG meeting tasked its subsidiary bodies with reviewing the status of these recorded deficiencies. The meeting also raised concern about the definition of an air navigation deficiency as contained in the “*Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies*” approved by the Council of ICAO on 30 November 2001. Accordingly, the meeting agreed to the following Decision and Conclusion:

MIDANPIRG DECISION 23/39: AIR NAVIGATION DEFICIENCIES

That, the MIDANPIRG subsidiary bodies are urged to review the validity of old deficiencies recorded in MANDD and propose required action to MIDANPIRG/24.

MIDANPIRG CONCLUSION 23/40: AIR NAVIGATION DEFICIENCIES POLICY AND METHODOLOGY

That, ICAO is invited to review and update the policy and methodology for the identification, assessment and reporting of air navigation deficiencies.

5.10 *States' Bilateral Coordination Meetings*

5.10.1 The following side meetings were conducted to discuss subjects of common interest and explore opportunities for collaboration:

- 1) IATA – Sudan
- 2) UAE – United ATS
- 3) SWIN Multidisciplinary Group
- 4) UAE – FAA
- 5) UAE – Oman
- 6) Oman – ICAO HQ
- 7) Oman – Sudan
- 8) Saudi Arabia – Egypt – Oman
- 9) Sudan – ICAO MID
- 10) Qatar – Bahrain – Kuwait – Iraq
- 11) Saudi Arabia – Iraq
- 12) Sudan – ICAO MID
- 13) Iraq – ICAO MID
- 14) IATA – Lebanon
- 15) Oman – UATS
- 16) Oman - CANSO

REPORT ON AGENDA ITEM 6: MIDANPIRG & RASG-MID WORKING ARRANGEMENTS**6.1 *Working Arrangements of MIDANPIRG & RASG-MID***

6.1.1 The subject was addressed in WP/49 presented by the Secretariat. The meeting reviewed the Terms of Reference of the MIDANPIRG and RASG-MID.

6.1.2 The meeting recalled that the President of the ICAO Council approved new generic Terms of Reference of PIRGs and RASGs on 25 July 2019, in order to clarify the roles of stakeholders and promote partnership among them, harmonize the methods of work and improve regional reporting through more frequent meetings. The meeting noted also that at the 40th Session of the ICAO Assembly, it was decided to align the meeting schedule of the PIRGs and RASGs with the annual reporting requirement to the Council (A40-WP/608 refers); accordingly, the President of the Council on 7 August 2020 mandated the need for PIRGs & RASGs to meet on annual basis.

6.1.3 The meeting recognized that the increasing operational complexity within the MID Region and the growing implementation demands on States and the ICAO MID Regional Office warrant reflection on whether the current working arrangements of MIDANPIRG & RASG-MID remain the most efficient and implementation-focused model for the Region.

6.1.4 The meeting agreed that the current working arrangements of the annual combined/parallel track MIDANPIRG & RASG-MID meetings provided important benefits but also revealed several challenges.

6.1.5 Based on the above, the meeting agreed that MIDANPIRG and RASG-MID meetings alternate between in-person and virtual formats. In-person meetings would be held during the years when DGCA-MID meetings take place (even-numbered years), at least six months prior to the DGCA-MID meeting. Virtual meetings would be conducted during odd-numbered years. The virtual meetings of MIDANPIRG and RASG-MID would be organized separately and would have limited agenda focused primarily on the follow-up of existing Conclusions and Decisions, as well as any urgent or time-critical matters requiring attention or reporting. In contrast, the in-person meetings, held every two years, would address full scope agenda and maintain the current meeting format, including joint plenary sessions and parallel tracks for MIDANPIRG and RASG-MID.

6.1.6 The meeting agreed to further examine opportunities to enhance the effectiveness and efficiency of both Groups through consultations with the Chairpersons and States. The outcome of these consultations could be used to identify the most appropriate working arrangements and, if necessary, develop proposals for consideration at the next MIDANPIRG and RASG-MID meetings.

6.1.7 Based on all the foregoing, the meeting agreed to the following Decisions:

MIDANPIRG DECISION 23/41: MIDANPIRG PROCEDURAL HANDBOOK

That:

- a) the MIDANPIRG Procedural Handbook be amended to reflect the agreed working arrangements, up-to-date Organizational Structure and Terms of Reference of the different Sub Groups; and*
- b) the revised version of the Procedural Handbook be presented to the MIDANPIRG/24 for final review and endorsement.*

RASG-MID DECISION 13/10: RASG-MID PROCEDURAL HANDBOOK

That:

- a) the RASG-MID Procedural Handbook be amended to reflect the agreed working arrangements; and*
- b) the revised version of the Procedural Handbook be presented to the RASG-MID/14 for final review and endorsement.*

MIDANPIRG Support Team (MST)

6.1.8 The subject was addressed in PPT/85 presented by the First Vice Chairperson of MIDANPIRG. The meeting reviewed the Terms of Reference of the MIDANPIRG and RASG-MID. The meeting noted that The MIDANPIRG Support Team (MST) was established to act as the primary coordination and facilitation bridge connecting MIDANPIRG with its subsidiary bodies, Member States, and the ICAO Regional Office ensuring seamless communication and aligned implementation across the MID Region. The MST is composed of the MIDANPIRG Chairpersons and the MID Office Secretariat.

6.1.9 The meeting was apprised of the functions, roles and responsibilities of the different MST members and agreed to include relevant information in the MIDANPIRG Procedural Handbook.

6.2 *MIDANPIRG & RASG-MID Future Work Programme*

6.2.1 The subject was addressed in WP/50 presented by the Secretariat. According to the new working arrangements endorsed by the meeting, it was agreed that the MIDANPIRG/24 and RASG-MID/14 meetings will be held separately in a virtual setting in Q2-2027. The exact dates of both meetings will be coordinated between the ICAO MD Office and the Chairpersons of both Groups.

6.2.2 The meeting noted with appreciation the generous offer made by Kuwait to host the MIDANPIRG/25 and RASG-MID/15 meetings in Kuwait in 2028.

REPORT ON AGENDA ITEM 7: ANY OTHER BUSINESS

7.1 The meeting thanked ICAO MID Office for the efforts to organize many successful Workshops and capacity building activities and requested the Office to dedicate more resources to plan for more capacity building and implementation support activities.

7.2 The meeting noted that late submission of WPs/PPTs has a negative impact on the preparation and conduct of the MIDANPIRG and RASG-MID meetings; and urged States and International Organization to fully comply with the procedures included in the Procedural Handbooks.

7.3 The meeting thanked Egypt for facilitating a visit to its National Airspace Management Centre (NASMC), which was recognized as a unique initiative and a notable success story in the Region.

ATTACHMENT A

MIDANPIRG/23 & RASG-MID/13 Meetings

(Cairo, Egypt, 14 - 18 June 2026)

List of Participants

ID	State/Organizat Name2	Title
1	Bahrain Ahmed Yousif AlMalki	Director Aviation Safety and Security
2	Bahrain Noora Ahmed Janahi	A/ CATM
3	Bahrain DFS Cesar Lluch	Operations manager
4	Egypt Ahmed Abdel-Fattah sokkar	Vice Chairman of the Egyptian Civil Aviation Authority for Airports and Air Navigation
5	Egypt Hossam mohamed omran	Head of air navigation ecaa
6	Egypt Mohamed Mohamed Mostafa	General manager og ACC
7	Egypt Ahmed Nasr Shady	Air Traffic Controller
8	Egypt Waheed Sulaiman	Director of Cairo navigation Aids Systems
9	Egypt Amir Aly Mohamed Eid	Survellience Engineer
10	Egypt Mohamed Farghaly Mohamed	General Mnager of R&D Directorate
11	Egypt Khaled ELSayed Ali ELsharkawy	Manager of Safety Directorate
12	Egypt Ahmed Mohamed Safwat Ahmed	Air Traffic Controller
13	Egypt Mohamed Abd ELMoneim	General Manager of Tower&Approach
14	Egypt Ahmed Abdelazim Ahmed Ammar	Air Traffic Controller
15	Egypt Hatem Farrag Hassan Mohamed	Air Traffic Controller
16	Egypt Tamer Mohamed Ismail Mohamed	Air Traffic Controller
17	Egypt Ehab George Wanna Abdelmalak	Air Traffic Controller
18	Egypt Hussein Farouk Morsy Sadek	General Manager of Training Dirctorate
19	Egypt Essam Mahmoud Abdelmoteleb	Tower & Approach training Manager
20	Egypt Ashraf Saad Farrag	Director of for Regional Monitoring (Training Department)
21	Egypt Maha Mahmoud Elshanabary	Director of aeronotical publication
22	Egypt Mahmoud Elbealy Amin	Director of GIS
23	Egypt Mohamed Mohamed Fathy EL-TOBG	Leas Safety Investigator
24	Egypt Mona Ahmed Arafa	Aircraft Accident Investigation General Manager
25	Egypt Nermin Atteya Abdel-Kawy	Flight Operations Specialist
26	Egypt Aya Ali Hassan Assran	Aircraft Accident Investigator
27	Egypt Hala Galal EIDin Askar	Aircraft Accident Investigator
28	Egypt Amr Salah Mohamed El Said	Aircraft Accident Investigator
29	Egypt Noha Badawy Mohamed	Aircraft Accident Investigator
30	Egypt Mina Gamal Mikhail Fahmy	AIS Officer
31	Egypt Eslam Elsayed Abdelfatah Ali	AIM Officer
32	Egypt Mostafa Ahmed Nabih	Director of NOTAM
33	Egypt Ahmed Samy Nazir	General Director of charting and procedur design
34	Egypt Abdelaziz mahmoud abouelmal	Airspace affairs and AIS GD
35	Egypt Sherif Abdelrazek Aql badr	Senior ANS Inspector
36	Egypt Sameh Samir Mohamed Ahmed	Senior ANS Inspector
37	Egypt Waleed Sayed Abelrahman	Senior CNS Inspector
38	Egypt Taha Mohamed Taha	ANS Inspector
39	Egypt Dalia abd elgafar rabee	Aerodrome Inspector
40	Egypt Riham Ayman Mohamed Reffat	AVIATION INSPECTOR
41	Egypt John William Armia Gabra	Aviation inspector
42	Egypt Riham Ayman Mohamed Refaat	Aviation inspector
43	Egypt Eman Khattab	Safeguarding inspector
44	Egypt Sahar Mostafa Mohamed Hassan	Head of central administration of Airports safety and standard
45	Egypt Khaled Ibrahim Mostafa Mohamed	General Manager of CNS
46	Egypt Abeer Fathy Hamed Ibrahim	CNS INSPECTOR
47	Egypt Reem Hammad Mohamed Medany	ATC /ANS Inspector
48	Egypt Rana Mohammad Abd El-Raheem Mr	ANS/ATM Inspector
49	Egypt Mohamed Essam Ahmed Elnayeb	ANS inspector\regulator
50	Egypt Muhammed Abd El-Nasser Elsayed	ATM-SAR Inspection & Oversight
51	Egypt Ahmed arafa abdelaziz	Airport standard GM
52	Egypt Mohamed Ali Mohamed Ali	General Director of Air traffic management Standards
53	Egypt Ahmed Hani Eltony	Safety management system manager

54	Egypt	Ahmed Gamal Sabry	Safety Management System General Manager
55	Egypt	Ahmed Mostafa Mohamed Arman	Senior ANS/CNS Inspector
56	Egypt	Haytham Mohamed Sedik	AIM Inspector
57	Egypt	Jakleen younan aziz	safety inspector
58	Egypt	Wael EZZAT AMMAR	Vice CEO
59	Egypt	Mohamed Ali Abdelsadek	ATFM Expert
60	Egypt	Ahmed Rasslan	Airspace Management Expert
61	Egypt	Ashraf Abozaid	Airspace Management Expert
62	Egypt	Mostafa Fawzy Sherif	Airspace Planning Expert
63	Egypt	Silvia Fayek Forez Hafez	AIS Officer(Cartographer)
64	Egypt	Fouad Elsayed Abdelaty	Chief of NOTAM unit
65	Egypt	Ahmed Galal	Head of Libyan AIS Division
66	Egypt	Shehabeldin Khaled Hussien azmy	Safety Recommendations follow up
67	Iraq	Thaer Hasan Salim	Chief Engineer / CNS Inspector
68	Iraq	Laith Jabbar Hassan	AIS inspector
69	Iraq	Maithem Umrn Hassan	Senior Chief Engineer
70	Iraq	Tamarah Sabah Khalaf	Assistant Chief Engineer
71	Iraq	Mudher Thamer Hasan Alsaffar	ATS Director
72	Iraq	Ali safaa mohammed salih	Approach procedures manager
73	Iraq	Fatimah Hasan Mohammed	Head of ANS
74	Kuwait	Mustafa Abdullah Altarrah	Head of air navigation services inspector
75	Kuwait	Dawood Ahmad Aljarrah	Air Navigation Director
76	Libya	Mohamed M. ELBsheni	Head of Aeronautical MET Div. Forecasting Dept
77	Libya	Emad Miftah Elqaddafi	
78	Libya	Alhasan Salem Hareweda	
79	Lebanon	Ali El Chaar	Director of Flight Safety Directorate
80	Oman	Rawya Nasser Al Adawi	Director General of Civil Aviation Regulation (DGCAR)
81	Oman	Mustafa Abdullah Altarrah	ADT
82	Oman	Moosa Abdul Azizi Al-Bulushi	Director of Air Navigation Safety Department
83	Oman	Hilal Ali AlMaqbali	ATM Director
84	Oman	Hilal Said AL Hatmi	Director Flight Safety
85	Oman	Saleh Al Harthy	DG Air Navigation
86	Oman	Nasser Salim Al Mazroui	Airspace Project Manager
87	Oman	Capt Khalifa Mohammed Salim Al-Ab	Air Accident Investigators Team Leader
88	Oman	Victor Aguado	Air Navigation Strategy Expert.
89	Oman	Ahmed Salim Said Ghawas	Director of Meteorological Department
90	Oman	Hanaa Sultan Al-Maskari	Change& Stakeholder Engagement MG
91	Oman	Rashid Hamood Saif Al Badi	Aviation Meteorologist
92	Oman	Abdullah Abdulrahman A. Al-Farsi	CNS Director
93	Oman	Hamed Almayahi	ATC Controller
94	Qatar	Maryam Rashid Al-Naimi	Air Traffic Controller Expert
95	Qatar	Nayif Nasser AlJaber	Director of Air Safety Department
96	Qatar	Eissa Almeabid	Head of ATC/Assistant Director of Air Navigation
97	Qatar	Saif AlKuwari	Director General Aviation Operation & Services
98	Saudi Arabia	Ibrahim B. Aljabri	GM of Air Navigation Safety
99	Saudi Arabia	Abdullah Mohammed Albathi	Director, Safety of Air navigation Systems
100	Saudi Arabia	Alaa Mohammed Alturki	Engineering Services Executive Director
101	Saudi Arabia	Mazen M Alshhri	Airspace Management Director
102	Saudi Arabia	Thamer Alkhaldi	Riyadh Area & Approach Control Center Manger
103	Saudi Arabia	Nedal Essam Raboey	Senior Engineer - Research, Development, and Aircraft Design
104	Saudi Arabia	Nasser Akdemees Alotaibi	Airspace Planning Manager
105	Saudi Arabia	Omar Alshahrani	Safety Strategy and Planning Section Head
106	Saudi Arabia	Khalid Bukhari	
107	Saudi Arabia	Khalid Alharbi	
108	Sudan	Mohamed El Tayeb	Director of Air Navigation Regulatory Directorate
109	Sudan	Mohammed Abdulrahman Ahmed M	Sudan NCMC
110	Sudan	Yasir Rabih Hassan	ANS Director
111	Sudan	Yasir Mohammed Ahmed Ali Abdalla	Air Space Management Director

112	Sudan	Mohamed hassan yousef mokhtar n	Air Traffic Control
113	Sudan	Mohammed Sameer Ali Hassan	Air Traffic Controller
114	Sudan	Mohammed Emad Altom	Air traffic control
115	Sudan	Mona AbdElhameed Mustafa Edrees	Air Traffic Controller
116	UAE	Ahmed Ibrahim Al Jallaf	Assistant Director General ANS
117	UAE	Saqr Almarashda	Senior Manager Airspace Management
118	UAE	Mubarak Al Gheilani	Senior Expert Policy, Regulations & Planning
119	UAE	Fatma Al Ali	Officer - Policies & Regulations
120	UAE	Ahmed Saleh Al Shehhi	Senior Manager Airspace
121	UAE	Rashed AlShehhi	Senior Manager ANS Engineering
122	UAE	Rovshan Sultanov	Manager of Airspace Design and Development
123	UAE	Mohammed Alameri	Head of Airspace Management
124	UAE	Emilie Coureau	Safety & Governance Specialist
125	UAE	Aysha Al Hamili	Assistant Director General - Air Accident Investigations
126	UAE	Khalifa Yousif Aljazi	Acting Senior Manager – Air Accident Investigation
127	UAE	Ali Hassan AlAli	Senior Manager ANS Assurance
128	UAE Dubai	Janine Hendriette Pretorius	Team Leader Safety and Governance
129	USA FAA	Biruk Abraham	Air Traffic Organization Sr. International Representative
130	USA FAA	David Buczek	Senior Representative - Middle East and North Africa
131	USA FAA	Sarbhpreet Sawhney	Deputy Executive Director (A)
132	Yemen	Younis Saeed Ahmed Alkhader	Director general of air navigation
133	Yemen	Abdulmalik Saeed Ahmed Gizan	Director of Aden ACC project
134	Yemen	Saeed Ahmed	
135	ACAO	Hicahm Bennani	SAFETY & AIR NAVIGATION EXPERT
136	ACI	Badriyah Binti Noordin	Senior Manager Safety
137	CANSO	Saad Alkahtani	Director Middle East Affairs
138	CANSO	Eduardo Garcia	Senior Manager Future Skies
139	IATA	Jehad FAQIR	Head Regional Safety Africa & Middle East
140	IATA	Lindi-Lee KIRKMAN	Regional Head ATM & CNS Africa & Middle East
141	IATA-Saudia	Capt. Ashraf Aljahdali	Manager Flight Operations & Standards
142	IFAIMA	Sumit Khinvasara	
143	IFAIMA	Reda Elmadbouly	
144	IFALPA	Yousef Wahby	Captain
145	IFATCA	Mohamed Hassan Saad	EGATCA Board member
146	IFATSEA	KHALED NSIRI	IFATSEA Chief Of MENA COM Office - Former Africa Regional Director
147	MIDRMA	Fareed AlAlawi	MIDRMA Manager
148	MIDRMA	Fathi Althawadi	MIDRMA IT Manager
149	ICAO MID	Mohamed Khalifa Rahma	Regional Director
150	ICAO MID	Mohamed Smaoui	Deputy Regional Director
151	ICAO MID	Mashhor Alblowi	RO/FLS
152	ICAO MID	Mohamed Chakib	RO/SAF/IMP
153	ICAO MID	Mohamed Iheb Hamdi	RO/AGA
154	ICAO MID	Radhouan Aissaoui	RO/IM
155	ICAO MID	Ahmad Amireh	RO/ATM/SAR
156	ICAO MID	Ahmad Kaveh	RO/ATM
157	ICAO MID	Manal Wissa	Programme Analysis Associate
158	ICAO MID	Ahmed Shaker	Technical Assistant
159	ICAO MID	Hisham Samir	System Administrator - Network and Security
160	ICAO MID	Ayman Ramadan	IT
161	ICAO MID	Christina Labib	Marketing Assistant
162	ICAO HQ	Pascal Luciani	DD/ANS
163	ICAO HQ	Muna AlNadaf	TO/CNS
164	ICAO EUR/NAT	Nino Gelovani	Regional Officer Meteorology EUR/NAT & MID
165	ICAO HQ	Mazen Ghattas	Field Operations Officer

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