



International Civil Aviation Organization

MIDANPIRG/22 & RASG-MID/12 Meetings

(Doha, Qatar, 4 – 8 May 2025)

Agenda Item 3.3: Air Navigation Subjects of interest to RASG-MID

FOLLOW-UP ON IRANIAN AIRCRAFT HEIGHT MONITORING

(Presented by IR of Iran)

SUMMARY

This paper presents the progress made in addressing the challenges associated with the maintenance of RVSM approval for Iranian registered aircraft.

In cases obstacles refrain civilians and international civil aviation from receiving essential services from international facilities to sustain for regional and international safe operation. The instance is mentioned in the conclusion report of the MIDANPIRG21, items 5.3.38, 5.3.39, 5.3.40, regarding height monitoring of the Iranian registered airplanes disordered due to lack of OFAC license causing a concerns.

Action by the meeting is at paragraph 3.

REFERENCES

- **MIDANPIRG21 CONCLUSION REPORT**
- **CHICAGO CONVENTION(DOC7300)**
- **ANCON/14 WP/64**
- **MIDRMA/20/wp2**

1. INTRODUCTION

1.1 While the effect of international civil aviation on nations' friendship and understanding could not be neglected, the issues in some parts of the world has caused great adverse impact on international civil aviation planning due to hinders caused by states managing and in possession of aviation industry through processes for licenses to be able to use technology and business, without considering such processes' effect on civilians and international civil aviation. Such actions have undermined the friendship and understanding among nations, that, in turn cause reflections that is effective on international safety and security degradation.

1.2 International Civil Aviation established to build a framework to harmonize standards and regulations throughout the world. States should endeavour to meet international standards and recommended practices. International civil aviation operation is not possible without cooperation, that in turn can create and preserve friendship and understanding among nations and people.

2. DISCUSSION

2.1 In establishing Global/Regional/National Air Navigation Plan and related activities, global realities should be carefully considered. Any unplanned obstacle could affect all air navigation activities as they are all interconnected. Obstacles and challenges should be considered, taken into account and dealt with, as appropriate and to the extent possible to reduce such disorder in international/regional air navigation.

2.2 One of the instances of such disorder and hinderance is Aircraft Height monitoring as it has been discussed in MIDANPIRG21 and MIDRMA/20. Iranian registered aircraft height monitoring was performed in January 2023. Later height monitoring of Iranian registered aircraft disordered due to OFAC licence expiry.,

2.3 MIDANPIRG11/RASG21 conclusion 21/15 a) states that:

“a) the Chairman of MIDRMA Board to submit an application on the OFAC website for the renewal of the OFAC License or waiver for the use of the EGMU unconditionally;”

2.4 To follow up the above conclusion, ICAO, MIDRMA and MIDANPIRG chairperson has held multiple follow-up meetings with relevant organizations to address this matter. Consequently, a provisional OFAC license was granted on July 27, 2024.

2.5 Based on the above, the Iran Civil Aviation Authority wishes to express its gratitude for the efforts and follow-up conducted by ICAO, MIDRMA, and the Chairperson of MIDANPIRG in attaining this success. In this respect, Iran CAA requests additional follow-up on the matter to pursue a permanent solution that will enhance the safe operation of international civil aviation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) explore a permanent solution regarding OFAC license.