

### REPORT ON AGENDA ITEM 3: PLANNING AND IMPLEMENTATION ISSUES RELATED TO ATM/SAR

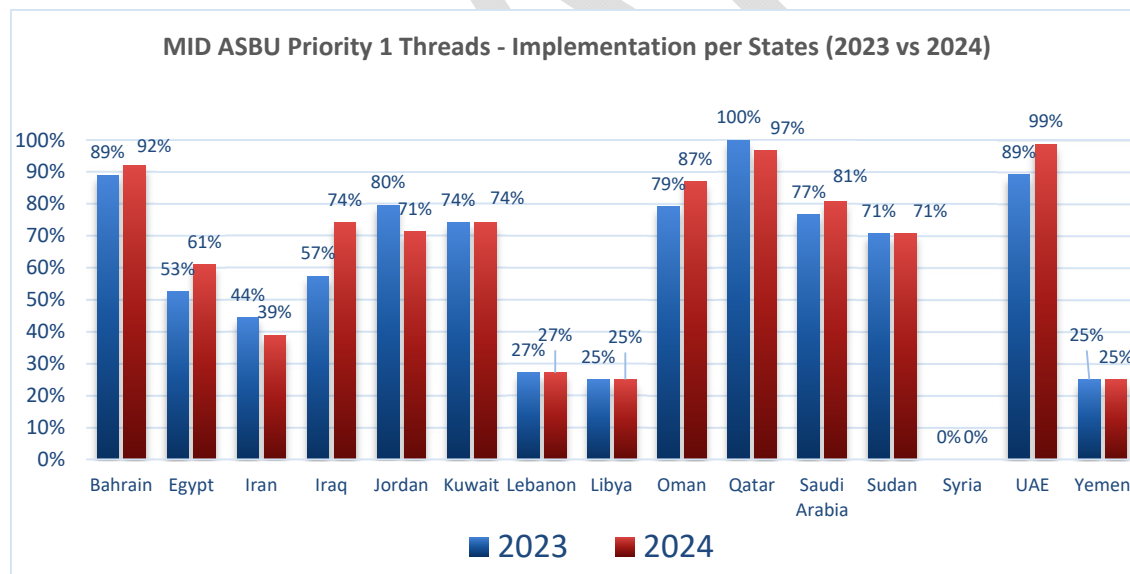
#### *MID Air Navigation Report-2024*

3.1 The subject was addressed in WP/3, presented by the Secretariat.

3.2 The meeting was apprised with the reported level of implementation of the MID priority one ASBU Threads/Elements available in the MID Air Navigation Report-2024. The Report was published under the ICAO MID Website at the link: <https://www.icao.int/MID/ANR2023>.

3.3 The meeting noted with concern the low level of implementation (50% or less) of the following Priority 1 elements:

- FICE (B0/1), the regional level of implementation is increased to 45.31% compared to 39.39% in 2023;
- NOPS (B0/1), the regional level of implementation is increased to 45.83% compared to 41.67%, in 2023;
- RSEQ (B0/1), the regional level of implementation is increased to 50% compared to 35.71%, in 2023;
- NAVS (B0/4), the regional level of implementation is decreased to 30% compared to 40% in 2023.



3.4 The meeting underlined that States are required to establish a national multidisciplinary team from all Air Navigation Services (ANS) areas to submit progress reports to ICAO MID in response to MIDANPIRG Conclusion 22/4 regarding the Air Navigation Report for 2025.

#### *Air Navigation Plan (Vol.I): FIR Boundaries PfA*

3.5 The subject was addressed in WP/4, presented by the Secretariat.

3.6 The meeting noted that despite MIDANPIRG conclusions and ICAO MID follow up

since 2017, so far, the progress of development of PfAs to incorporate MID FIRs/SRRs in MID ANP Volume I was not progressing as planned. The Secretariat provided updated status as follows:

States	States AIP	ANP Volume I FIR	ANP Volume I SRR	Remark
<b>Bahrain</b>	ENR 2.1	Not published	Not published	Bahrain & Saudi Arabia PfA FIRSRR-MID Basic ANP 13.03-ATM-SAR is on-hold since 2013
<b>Egypt</b>	ENR 2.1	Not published	Not published	
<b>Iran</b>	ENR 2.1	Not published	Not published	
<b>Iraq</b>	Not published yet	Not published	Not published	
<b>Jordan</b>	ENR 2.1	Not published	Not published	
<b>Kuwait</b>	ENR 2.1	Not published	Not published	
<b>Lebanon</b>	ENR 2.1	Not published	Not published	
<b>Libya</b>	ENR 2.1	On-going	On-going	PfA MID-I-2401 Approved by President of the ICAO Council. 14 November 2024
<b>Oman</b>	ENR 2.1	Not published	Not published	
<b>Qatar</b>	ENR 2.1	Published	Published	C-DEC 225/10 11 March 2022
<b>Saudi Arabia</b>	ENR 2.1	Not published	Not published	Bahrain & Saudi Arabia PfA FIRSRR-MID Basic ANP 13.03-ATM-SAR is on-hold since 2013
<b>Sudan</b>	ENR 2.1	Not published	Not published	Sudan and South Sudan Task Force (SSS TF) is working on the subject. Draft PfA AFI/MID ANP 18/02 – ATM/SAR was agreed and States are coordinating with adjacent FIRs
<b>Syria</b>	ENR 2.1	Not published	Not published	
<b>UAE</b>	ENR 2.1	Not published	Not published	
<b>Yemen</b>	ENR 2.1	Not published	Not published	

3.7 Based on the above, the meeting agreed on the table in **Appendix 3A** to monitor and facilitate coordination among relevant States through verification and validation of their respective common FIR/SRR description and develop required PfAs with the coordination of the ICAO MID Office.

#### ***MID ANP Volume II - Optimization of MID Region ATS Route Designator and related PfA***

3.8 The subject was addressed in WP/5, presented by the Secretariat.

#### ***ATS Route Designator changes in accordance with approved PfAs***

3.9 The meeting recalled the MIDANPIRG Conclusions 19/13 and 20/27 regarding proposal for amendment to the MID eANP VOL II Table ATM II-MID-I. additionally, recalled PfAs: MID.II.2201-ATM and MID.II.2302-ATM developed to eliminate the identified issues and challenges related to ATS route network.

3.10 The meeting noted that as result of two PfAs, the Secretariat has updated the ATS route table in MID ANP Volume II. Furthermore, ASM WG/1 and ASM WG/2 meetings have taken further steps to ensure that the AIPs of the relevant States align with the approved PfAs. The outcomes of the ASM Working Group are detailed in table below:

State	Change route designator PfA MID.II.2201-ATM & MID.II.2302-ATM
Bahrain	T557 to L557, Y604 to L704, Y856 to M556, T308 to M708, Z622 to M722, T872 to N572, T602 to N702, T319 to P319, T430 to P550, T444 to P700, T934 to P713.
Egypt	-

Iran	W4 to A414, W136 to M434, W148 to B418, W141 to B541, W147 to B547, J5 to M555, Z151 to L700/N717, Q13 to L713, Z627 to L717, Z680 to L720, T301 to M701, Z670 to M710, T215 to M715, T218 to M718, Q19 to M719, Z675 to N567, Z350 to N570, T665 to N700, T602 to N702, Z151 to N717, T202 to P302, T319 to P319, T430 to P550, Z855 to P558, T975 to P715 and Q18 to P718.
Iraq	-
Jordan	-
Kuwait	-
Lebanon	-
Libya	V300 to A420, W861 to B727, G659 to J615, G660 to J622, G661 to J725, G662 to J730, G663 to J850, G665 to J855, G739 to J977, G855 to J980, W9 to M709, Z178 to N708, V100 to N711, W857 to N982, Z350 to P310, M600 to P320, Z270 to P560, W863 to P563, Z333 to P573, W852 to P702, T295 to P706, T299 to P709, T297 to M707 & Y751 to M855.
Oman	L695, M303, M681, M877, N430, P304, P316, P513, R402 to non-regional T507 to L559, T980 to L700, Q620 to M700, Z515 to M717, T970 to N570, Q978 to N718, Z515 to M717
Qatar	Y604 to L704, T665 to N700, T430 to P550, T444 to P700
Saudi Arabia	G674, G799, M309 & R23 to non-regional H732 to M553, H741 to M320, J735 to P703, J749 to N709, J852 to M702, J874 to N704, T136 to L716, Y415 to M705, Y511 to M711, Z515 to M717, Q332 to N323, V13 to N703, Y517 to N707, T513 to N713, V975 to P705, Q510 to P710, T100 to P711, Q212 to P712, Q21 to P721, Q143 to P723, Q615 to P753, Q624 to P752, T295 to P706 & T142 to N722.
Sudan	B572 to L567, M320 to M323, Y613 to M713, Q733 to M723, V790 to N720, T238 to P318, P562 to P572, Z980 to P720.
Syria	A21 to R655, B538 to Q538, J222 to N310, Q52 to N565
UAE	L552 to Y552, T507 to L559, L562 to Q572, L565 to Q565, L568 to Q568, M302 to Q312, M322 to Q322, M552 to Z522, M558 to Y558, M560 to T560, M569 to Q569, N313 to Q323, N566 to Q576, T665 to N700, Q415 to N715, P308 to Q308, P311 to Q311, P317 to Q317, P321 to Q321, P553 to Q563.
Yemen	L566 to Y101, P552 to Y103, R799 to Y105

### Removal of ATS Route prefix “U”

3.11 The meeting recalled the MSG meeting conclusion 6/9 regarding removal of the prefix “U” from ATS route designators. The meeting urged the remaining States to take required action to remove ATS Route designator prefix “U” from their AIPs and inform ICAO MID Office. The outcome of the ASM WG/2 is detailed the following table:

State	Status of removal “U” - Pfa MID.II.2201-ATM & MID.II.2302-ATM
Bahrain	A453, B415, B416, B419, B457, G663, L305, L308, L319, L438, L443, L602, L604, L768, M430, M444, M677, M872, N300, N318, N563, N571, N685, N687, N697, N929, P425, P430, P559, P693, P699, P899, P975 & R659
Egypt	A1, A16, A411, A727, B12, B411, L315, L321, L550, L551, L604, L607, L612, L613, L617, L677, M305, M309, M312, M686, M690, M872, M999, N307, N316, N697, P557, P563, P751, R2 & R650.
Iran	A416, A418, A422, A453, A647, A788, B121, B411, B416, B417, B441, B451, G202, G452, G663, G665, G666, G667, G669, G670, G775, G781, G792, L124, L125, L223, L319, L333, L430, M316, M318, M434, M561, M573, N319, N440, P146, P567, P574, R205, R401, R462, R654, R659, R660, R661, R784 & R794.
Iraq	A424, B411, G202, G665, G667, G669, G795, L200, L417, L602, M203, M434, M688, M860, M861, P975 and R652.
Jordan	A412, B411, B544, G662, L200, L513, L768, M319, M449, M690, N318, R652 & R785.
Kuwait	A453, A788, B416, B417, G667, G669, G782, G795, L602, M320, M677, N302, P891, P975 & R784.
Lebanon	G2, L620, N310, N438, P300, R219, R655
Libya	A411, M312, M999, R2
Oman	A454, A775, A777, B400, B424, B535, B549, G216, G652, L301, L306, L308, L310, L425, L430, L444, L555, L556, L602, L631, L695, L764, L883, M300, M303, M428, M440, M551, M628, M572, M677, M681, M762, N300, N315, N318, N324, N430, N563, N569, N571, N629, N685, N767, N881, P304, P307, P316, P513, P570, P574, P634, P899, R401, R402 & R462

Qatar	B415, L305, L564, M430, M444, N300, P430 & R659
Saudi Arabia	A424, A788, B407, B412, B413, B417, B419, B544, G650, G652, G660, G662, G663, G665, G667, G669, G674, G782, G783, G795, G799, L300, L308, L425, L550, L556, L564, L573, L604, L677, L681, L768, L883, M309, M318, M320, M321, M430, M440, M449, M550, M559, M628, M686, M691, M863, M872, M999, N303, N316, N318, N324, N563, N569, N571, N638, N685, N687, N694, N697, N929, P323, P425, P517, P559, P560, P562, P563, P693, P699, P752, P753, P891, R652, R777 & R785.
Sudan	A727, B407, B413, B526, B535, G660, M863, P560, P561, P751
Syria	A412, B544, G202, L513, L572, L601, L602, L768, M861, N310, P975, R655, R785
UAE	B415, G462, G666, G783, L223, L305, L308, L310, L313, L440, L519, M318, M428, M550, M557, M572, M628, M677, M762, N300, N318, N563, N685, P307, P559, P574, P634, P699, P899, R401, R784.
Yemen	A408, B400, B403, B404, B413, B424, B526, B535, B544, B549, G652, G667, L314, L425, L564, L677, L301, M318, M321, M551, M559, M574, M634, M651, M999, N303, N315, N764, P312, P323, P570, P751, P752, P753, R401, R674, R777.

### *Optimization of ATS Route Designator*

3.12 The meeting recalled MIDANPIRG Conclusion 21/5 regarding optimization of the use of ATS route designator. In doing so, the Secretariate, in collaboration with MID States, actively has involved in developing the required PfA. So far, the required data has been gathered, an analysis has been conducted, and draft was developed to present to the ASM WG/3 before submission and processing of PfA.

### *Development of PfA related to Cairo FIR ATS Route Optimization*

3.13 The meeting noted with appreciation that the PfA originated by Egypt and coordinated with States, ICAO and other concerned stakeholders, aims to optimize traffic flow, providing considerable operational benefits to aircraft operators within the Region. Specifically, the new route options would reduce flight distances, resulting in reduced CO2 emissions; as well as offering increased flexibility for flight planning in response to meteorological phenomena, operational restrictions, or other factors that affect traffic flows.

### *RVSM Implementation and Monitoring*

3.14 The subject was addressed in WP/6, presented by the MIDRMA.

3.15 The meeting recalled MIDANPIRG/22 conclusion related to the development of Safety Monitoring Report (SMR) 2025, the meeting reviewed the preliminary results of the SMR2025 at **Appendix 3B**.

3.16 The meeting noted that based on the data provided to the MIDRMA (TDS and LHDs), the Safety Objectives continue to be met. The value computed for the overall risk was estimated, and found below the ICAO overall TLS.

3.17 The meeting noted with concern the low level of LHD Reporting by the MID States and noted that the MIDRMA will continue the development of the final version of SMR2025, until the end of the reporting cycle (31 December 2025) and encouraged the States to provide the MIDRMA with the LHD Reports, if any.

3.18 The meeting noted that Damascus FIR was excluded from the SMR 2025 due to the non-provision of required data.

3.19 The meeting noted that both Safety protocols at the regional interface between Muscat – Mumbai and Sana'a – Mogadishu were still open. Oman provided updated progress on the

AIDC/OLDI implementation with Mumbai which will reduce the number of coordination failures between both ACCs.

3.20 The meeting requested the relevant States and ANSPs to address the root causes of the LHD reports and to coordinate with the counter parties, with the support of the regional offices, to enable the progress of the Safety Protocols.

3.21 A side meeting was conducted between Oman and the MIDRMA to address the increased number of LHDs reports between Muscat and Mumbai, both parties reviewed the status of the open RVSM Safety Protocol that has remained unresolved for more than seven years. The discussion highlighted that Oman has fully implemented and fulfilled all necessary requirements to establish the OLDI/AIDC connections. However, the remaining delay lies on the Mumbai side, which continues to impact the seamless coordination between the two FIRs.

3.22 In view of the above, both parties suggested on the need to convene an urgent coordination meeting between the Oman Air Traffic Management Directorate, the ICAO Middle East Regional Office (MID Office), and the ICAO MIDRMA with the participation of Mumbai ATM, the ICAO APAC ATM Officer, and MAAR to collectively address the outstanding issues. The objective of this meeting will be to examine the continuous filing of LHD reports in depth, identify practical and workable solutions, and ensure the eventual closure of this long-standing RVSM Safety Protocol at the eastern boundary of the Muscat FIR.

3.23 The discussion was summarized in the following points:

- AIDC interface tests between Muscat and Mumbai ACCs were conducted several times, however, due to incompatibility from Mumbai side, the tests were unsuccessful.
- Mumbai reported they are in the process of upgrading the system, anticipated completion before the end of the 2025.
- Oman and Mumbai were confident that once the incompatibility issues are solved, the connection is established, the occurrence of LHDs between our FIRs will be significantly reduced or possibly eliminated.
- Meanwhile, Muscat and Mumbai initiated and agreed on enhancing the reporting system by immediate reporting of any communication failure through the Supervisors on each ACC, in the operations room, and on a closer follow up to reduce the reports. Additionally, the investigation process will also be continuously monitored and followed up.

3.24 The meeting received the updated Hotspot and Airway occupancy rate within the FIRs of the MID Region and encouraged the States to consider the report in Airspace planning and design.

3.25 Based on all the above, the meeting agreed to present the final results of the SMR2025 to the MIDANPIRG/23 for review and endorsement.

3.26 The meeting was informed that the Hajj season for 2026 will be during the period 15 April to 15 May 2026. Accordingly, the meeting agreed on the following Draft Conclusion:

***DRAFT CONCLUSION 14/XX: MID RVSM SMR 2026***

*That,*

- a) *the FPL/traffic data for the period 15<sup>th</sup> April – 15<sup>th</sup> May 2026 to be used for the development of the MID RVSM Safety Monitoring Report (SMR 2026);*

- b) Only the appropriate Flight Data form available on the MIDRMA website ([www.midrma.com](http://www.midrma.com)) should be used for the provision of FPL/traffic data to the MIDRMA;
- c) States submit their FIR waypoints as published in AIP and routing options valid for the same period of traffic data; and
- d) the final version of the MID RVSM SMR 2026 be ready for presentation and endorsement by the MIDANPIRG/24.

### ***Progress on the MID ADS-B Height Monitoring System AHMS***

3.27 The subject was addressed in WP/26, presented by the MIDRMA.

3.28 The meeting recalled the MIDANPIRG Decision 21/16 related to the MID ADS-B Height Monitoring System (MID AHMS). The MIDRMA provided update on the progress of implementation, including the engagement with MAAR, assessment of ADS-B coverage, development of implementation framework and request for ASE analysis software from NARMO, in addition to the coordination with the MID States for submission of archived ADS-B data for trials.

3.29 The MIDRMA reiterated the need for a mandate to urge the State to submit and continue submissions of the relevant ADS-B data required for the AHMS implementation, and for the need of establishing the necessary legal framework governing protecting the use and exchange of the this data, which will be proposed to the MIDRMA board.

3.30 The meeting noted with appreciation the successful submission of the trial ADS-B data for analysis from Bahrain and Oman. Additionally, the meeting was informed that the coordination started with Jordan and Kuwait related to the submission of ADS-B archive data for analysis.

### ***Air Navigation Plan (Vol. II): Homogenous Areas and Major Traffic Flow***

3.31 The subject was addressed in WP/7, presented by the Secretariat.

3.32 The meeting recalled the decision was taken by ATM SG/10 emphasized the need to revise MID ANP Volume II, Part I: General Planning Aspects, specifically Table GEN II-1 based on the main traffic flows in the MID region. In this respect, ICAO MID according to data provided by MIDRMA, identified the main traffic flows in the MID region and developed the Draft PfA in **Appendix 3C**.

3.33 The meeting granted the required authorization to the ASM WG/3 to review and finalize the draft outlined in **Appendix 3C** before presenting it to the MIDANPIRG/23. Accordingly, the meeting agreed on the following Draft Conclusion:

#### ***DRAFT CONCLUSION 11/X: PROPOSAL FOR AMENDMENT TO THE MID eANP VOLUME II, PART I, TABLE GEN II-1.***

*That, the ICAO MID Office follow the process of the required Proposal for Amendment (PfA) to revise MID eANP, Volume II, Part I, Table GEN II-1 (Homogeneous areas and major traffic flows identified in the Region).*

### ***Resilient Operational Navigation Operational Network (RON)***

3.34 The subject was addressed in WP/13, presented by Saudi Arabia.

3.35 The meeting noted Saudi Arabia feedback about the DME/DME network which

plays a critical role in providing backup navigation capability. The meeting agreed that the resilience of the MID navigation infrastructure should be addressed through improved DME coverage and optimization rather than expansion of legacy systems.

3.36 The meeting acknowledged the proposal from Saudi Arabia proposal to further analyse operational aspects of NAV RON and to engage the MID NAV-MON Action Group in reviewing data on ATS route structures and existing ground-based aids to support regional GNSS RFI resilience planning.

3.37 The meeting also noted that the upcoming GNSS Inter-Regional Workshop in Doha, Qatar (18 – 20 November 2025), jointly organized by ICAO MID and EUR/NAT Offices, will focus on GNSS RFI resilience, and will provide a great platform and opportunity to address related operational navigation continuity measures, including the emerging NAV RON concept and regional coordination requirements.

#### ***Operational Inputs to AIDC-OLDI Applicability Area***

3.38 The subject was addressed in WP/14, presented by the Secretariat.

3.39 The meeting recalled the discussion during the MIDANPIRG/21 meeting related to extension of the timeline for implementation of AIDC/OLDI Priority 1 in the MID Region to the end of December 2026.

2.1 The meeting reiterated the criteria that were agreed in ATM SG/10 for determination of MID Priority 1 AIDC/OLDI implementation:

- a) if the traffic exchange rate between two adjacent ACCs has exceeded 30 flights per hour; or
- b) if two consecutive FIRs implemented longitudinal separation 10 NM or less at common FIR boundary point(s); or
- c) if two adjacent FIRs implemented cross border Free Route Airspace (FRA); or
- d) if the number of LHD recorded by MIDRMA related to adjacent ACCs has exceeded 10 reports per month and it lasts for more than 6 months; or
- e) if traffic movement at the common FIR boundary significantly increased during contingency situations; or
- f) where decided by both concerned States.

3.40 Consequently, the ICAO MID developed draft AIDC/OLDI applicability area in **Appendix 3D**, in accordance with the agreement reached in the ATM SG/10 meeting.

3.41 Based on the above, the meeting granted the required authorization to ASM WG/3 to review and finalize the draft outlined in **Appendix 3D** before presenting it to the MIDANPIRG/23. Accordingly, the meeting agreed on the following Draft Conclusion:

***DRAFT CONCLUSION 11/X: PROPOSAL FOR AMENDMENT TO THE MID  
eANP VOLUME II, FF-ICE B0/I (AIDC/OLDI)  
APPLICABILITY AREA***

*That, the ICAO MID Office follows the process of the required Proposal for Amendment (PfA) to revise AIDC/OLDI applicability area priority 1 in ANP Volume II.*



***Progress of the ASM WG***

3.42 The subject was addressed in WP/15, presented by the Secretariat.

3.43 The meeting noted that ASM WG Terms of Reference (ToR) in **Appendix 3E**, and the Free Route Airspace Implementation Guidance Material reviewed by MIDANPIRG/22 meeting and endorsed through Decision 22/12 and Conclusion 22/13.

3.44 Additionally, the meeting noted that the MIDANPIRG/22 meeting reviewed the ASM Action plan which has been developed based on the following “Focus Areas”, as a framework for the ASM WG Activities; and appreciated the work of the ASM WG and encouraged the States to include in the Action Plan Airspace optimization and enhancements projects; to enable the ASM to provide support on regional and cross-regional levels, track and monitor the activities, and, where required, provide a venue for the experts from States to exchange experience and knowledge.

- a) Implementation of PBN in Enroute
- b) Implementation of reduction of longitudinal separation
- c) ATS route structure network (including ATS route designators and 5LNCs)
- d) ASM improvement (CMC and FUA, FRA, RAD, TOS, FLAS & LoA)
- e) RPAS/UTM
- f) FF-ICE implementation
- g) Other ASM related enhancements

3.45 The meeting noted the ASM WG/2 meeting outcomes to update the status of implementation of the Action Plan, and to include the additional Action Items emanating from the ATM SG/10 meeting. The updated version of the ASM WG Action Plan is at **Appendix 3F**.

***Route Availability Document (RAD) Portal***

3.46 The subject was addressed in WP/11, presented by Saudi Arabia.

3.47 The meeting received updates on the RAD portal provided by Saudi Arabia; planned to be launched by 31 December 2025, after completion the trial and testing period. the meeting encouraged the States to contribute in the implementation of RAD portal and as single source of information, supporting the States, ANSP and Airspace users.

***Channelling Regional Traffic Flow***

3.48 The subject was addressed in WP/12, presented by the Secretariat.

3.49 The meeting noted the importance of creating a regional coordination mechanism to enhance airspace management and channelling of the main flow of the traffic in normal and contingency situation in the MID region in harmonized manner. Accordingly, the meeting agreed that this subject should be considered as one of the focus areas under the ASM WG Action Plan to assess requirements for implementation of such mechanism at MID region.

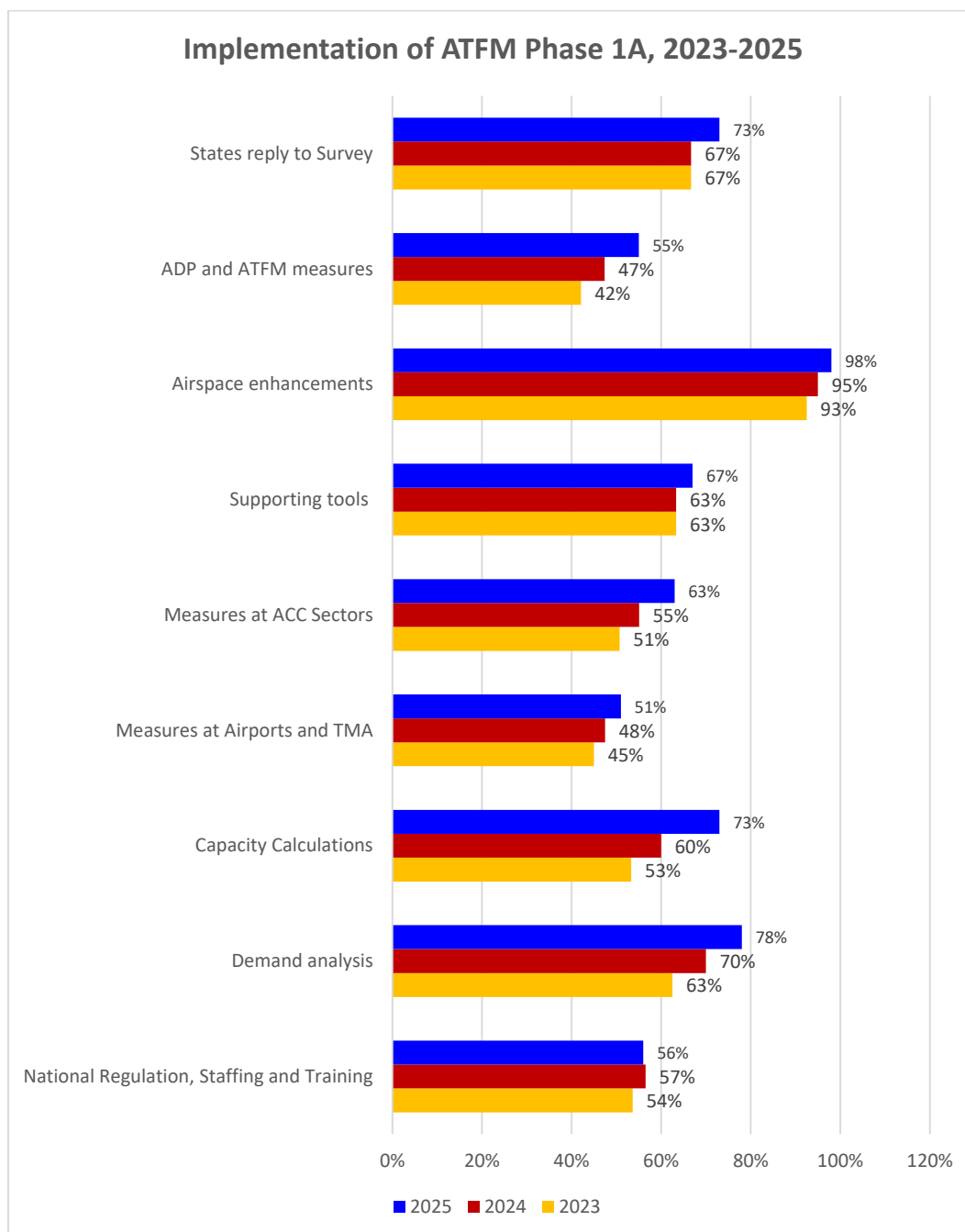
***ATFM implementation Progress***

3.50 The subject was addressed in WP/16, presented by the Secretariat.

***Progress Implementation of ATFM in the MID region based on ICAO MID Doc 014 phase 1A***

3.51 The meeting noted that ATFM implementation survey Phase IA has been conducted in March 2025. Accordingly, the meeting noted the progress of ATFM implementation compared to years 2023 and 2024 as presented in the following chart:





3.52 The meeting noted that the ATFM TF/9 meeting tasked the Secretariat, in collaboration with the ATFM Chairperson, carry out a new survey to assess the implementation of ICAO MID Doc 014 Phase I (including the requirements of Phase IA and IB) before end of 2025.

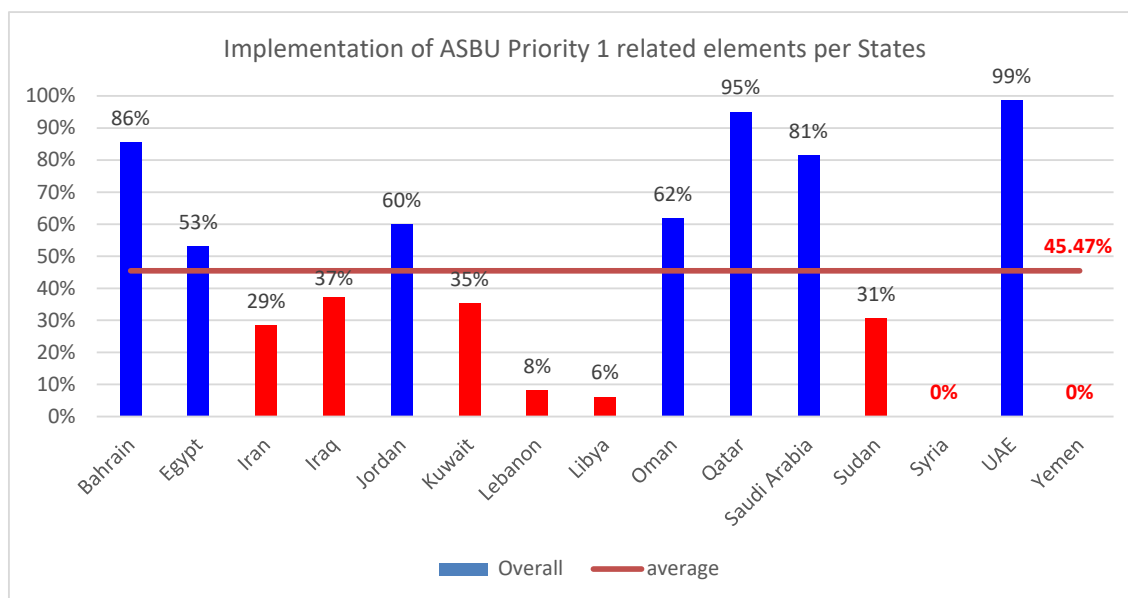
*Progress of implementation of MID ASBU Priority 1 elements related to ATFM*

3.1 The meeting recalled ASBU elements related to implementation of ATFM Phase 1A in accordance with ICAO MID Doc 014 and Doc 002 as follows:

- a) AMET B0/1: Meteorological observations products
- b) AMET B0/2: Meteorological forecast and warning products

- c) FICE B0/1: AIDC/OLDI
- d) FRT0 B0/2: FUA
- e) NOPS B0/1: Initial integration of collaborative airspace with ATFM
- f) RSEQ B0/1: Airspace Management
- g) SURF B0/2: Comprehensive situational awareness of surface operations
- h) ACDM B0/1: Airports CDM information sharing
- i) ACDM B0/2: Integration with ATM network function

3.53 The meeting noted the progress of ASBU Elements related to implementation of ATFM Phase 1A in the MID region as shown in the following chart.



#### *Development of MID States ATFM implementation plan*

3.54 The meeting recalled MIDANPIRG Conclusion 21/19, Item a); regarding development of States National ATFM implementation plan based on ICAO Doc 014. Accordingly, the meeting agreed on the checklist in **Appendix 3G** to monitor progress of development of States national plan.

#### *Emirates ACC ATFM Unit*

3.55 The subject was addressed in PPT/34, presented by UAE.

3.56 UAE provided an update on the inauguration of the Emirates ACC ATFM Unit and the development of the UAE's ATFM Daily Plan (ADP). The ADP represents a strategic framework for managing daily demand across the Emirates FIR. Emirates ACC extends an open invitation to all States and Airspace Users to join the ADP initiative, aiming to foster regional collaboration and harmonization of ATFM practices. The paper also highlights the progress made in the phased implementation of ATFM measures within the UAE, including both pre-tactical and tactical processes, and reaffirms the UAE's commitment to advancing ATFM capabilities in alignment with ICAO MID regional objectives and registered this as a progress for the ATFM implementation phases.

#### *Reduction of Longitudinal Separation between FIRs*

3.57 The subject was addressed in WP/21, IP/4, IP/5 & IP/6, presented by the Secretariat, Oman, UAE & Saudi Arabia, respectively.

3.58 The meeting recalled that the AN-Conf/14 agreed while uniform application of separation minima would reduce bottlenecks and improve air navigation safety and efficiency, akin to the goals of Project 30/10, modern ATM solutions should also be applied across large portions of airspace that have similar traffic flow characteristics. These included air traffic flow management (ATFM), flexible use of airspace (FUA), free route airspace (FRA) and civil-military cooperation (CMC). The Conference recognized that such initiatives should be based on the needs of a wide cross-section of the aviation community, which may entail sending out surveys, as necessary.

3.59 The meeting noted that the MIDANPIRG meeting Decision 22/10 regarding “*PROJECT 30/10 ROADMAP*” and Conclusion 22/11 related to “*IMPLEMENTATION OF REDUCED LONGITUDINAL SEPARATION IN THE MID REGION*”.

3.60 Regarding MIDANPIRG Conclusion 22/11, the meeting agreed on matrix in **Appendix 3H** related to longitudinal separation minima for aircraft operating on the same track and same level in non-surveillance environment and their corresponding requirements based on ICAO Doc 4444, Chapter 5.

3.61 In addition, the meeting agreed to use matrix in **Appendix 3I** to monitor the progress of reducing longitudinal separation between the MID FIRs as well as adjacent regions based on common FIR boundary points.

3.62 The meeting also urged MID States to provide required update to ICAO MID regarding the current status of longitudinal separation minima in common FIR boundary points in **Appendix 3I**.

3.63 Regarding MIDANPIRG Decision 22/10, the meeting agreed on the following criteria to prioritize the current status of the longitudinal separation over the common FIR boundary points.

- a) if a common FIR boundary point in non-surveillance environment (at least on one side) is subject to longitudinal separation of 10 minutes (equivalent to 80 NM) or greater; or
- b) if the large longitudinal separation over common FIR point imposes additional workload to ATCOs and flight crew which may have an impact on safety of traffic operation; or
- c) if the common FIR point carries the main flows in the MID region and/or at interface with adjacent region(s) in accordance with MIDRMA report; or
- d) if the common FIR boundary point is utilized for unidirectional operation and amount of movement reaches 90,000 or more per year; or
- e) if the common FIR boundary point is utilized for bidirectional operation and amount of movement reaches 50,000 or more per year; or
- f) if traffic movement at the common FIR boundary point significantly increases during contingency situations; or
- g) where decided by both concerned States.

3.64 Based on the above criteria, the meeting agreed to prioritize the common FIR boundary points in **Appendix 3I** as well as Draft Action Plan at **Appendix 3J** for implementation of reducing longitudinal separation in the MID region.

3.65 The meeting also urged concerned States to make required coordination with adjacent FIR, conduct required safety assessment, choose the most appropriate separation minima based on the requirements in **Appendix 3H**, develop their Sub-Action Plans under regional Action plan in **Appendix 3J** for monitoring and take necessary actions to implement its requirements and implement agreed reducing longitudinal separation minima.

### ***Optimized Implementation of Longitudinal Separation Minima in MID Region***

3.66 The subject was addressed in WP/39, presented by Saudi Arabia.

3.67 The meeting noted that MIDANPIRG Conclusion 22/11 stated that, the 30 NM separation minimum should be implemented in areas lacking ATS Surveillance capability. However, Project 30/10 subsequently classified the separation minima based only on whether the area is remote/oceanic (where 30 NM is proposed) or other (where 10 NM is proposed), without explicitly correlating the 30 NM implementation with the absence of ATS Surveillance service. Consequently, the current classification in Project 30/10 does not support the implementation of the 30 NM separation minimum solely based on the absence of ATS Surveillance service. Accordingly, the meeting agreed on following draft Conclusion to supersede MIDANPIRG Conclusion 22/11 for more clarity.

#### ***DRAFT CONCLUSION 11/X: 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 to:*

- i. monitor the progress of implementation and undertakes necessary measures to promote its advancement.*
- ii. develop a 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.*

### ***States National Civil and Military Cooperation Plan***

3.68 The subject was addressed in WP/22, presented by the Secretariat.

3.69 The meeting recalled MIDANPIRG/20 meeting Decision 20/31, which was tasked States and ICAO to develop their own Civil and Military Cooperation (CMC) Plan in line with ICAO Doc 10088:

#### ***MIDANPIRG DECISION 20/31: CONTINUATION OF THE CMC/FUA ACTION GROUP***

*That, ICAO to organize a workshop to raise awareness among all stakeholders regarding the CMC implementation, including operations of due regard aircraft over high seas, and support State to develop the national CMC plan.*

3.70 The meeting also noted the progress of development of States National CMC and ASBU element FRTO B0/2 in **Appendix 3K**, urge MID States, with support of ICAO MID, develop

required CMC Plan, foster implementation of ASBU element FRT0 BO/2 and provide required update to ICAO MID.

### ***Regional Contingency Planning***

3.71 The subject was addressed in PPT/25A presented by Egypt, PPT/25B presented by Jordan and PPT/9 presented by the Secretariat.

3.72 The meeting recalled the ICAO MID Doc 003 related to the MID Regional ATM Contingency Plan, including preliminary information useful for planning of operations during contingency situations within the MID Region, including the Contingency Coordination Team (CCT) process. The meeting recalled that the document was developed by the MID ATM Contingency Planning action group and endorsed by the MIDANPIRG/21.

3.73 The meeting was updated on the progress of current contingency situation in the MID region, associated with the Khartoum FIR (since 17 April 2023) and the MID political tension (Since 11 April 2024). The meeting appreciated the prompt response of MID States and ANSPs to the contingency situations within the MID Region, as well as the assistance extended to the CCTs,

3.74 The meeting urged the MID States, if not yet done so, develop their national Contingency plans, in coordination with the MID Office, and publish contingency routing options, if necessary, in the respective AIPs based on ASBU Element FRT0 B0/3.

3.75 The meeting was informed about the Global priorities –priority Focus Areas included in the ICAO Business Plan, including the ICAO Crisis response mechanism/framework; and the plan to develop ATM/ATS Contingency arrangement and Procedures harmonized across the regions; including the identification of levels of response, categories and playbooks. the meeting was also informed that Contingency Planning Workshop will be included in the ICAO MID Work Programme 2026.

3.76 Egypt presented the impact of the shifted traffic through Cairo FIR during the contingency situation occurred during June, and the implemented measures applied in coordination within the internal stakeholders and adjacent ACCs to ensure the continued safe operations during the crisis.

3.77 Jordan presented the results of coordination mechanism under the national CMC committee, during the contingency situation occurred in June, and the integrated methodology applied to address the potential risks.

3.78 IATA, on behalf of Airspace users, expressed their appreciation for the swift and coordinated response of the CCT team and the MID States.

### ***Contingency Event and ESCAT Implementation in Emirates FIR***

3.79 The subject was addressed in PPT/10, presented by UAE.

3.80 UAE presented Emirates ACC swift and coordinated response to the recent airspace contingency event in the region. It outlines the successful activation of the Emergency Security Control of Air Traffic (ESCAT) and establishment of contingency routes through collaborative civil-military coordination. The UAE striving efforts, in cooperation with Oman, & Saudi Arabia, ensured operational continuity, airspace safety and efficient traffic flow amidst significant regional closures. The presentation emphasizes lessons learned, stakeholder feedback, and the importance of standardized regional ESCAT procedures to strengthen future readiness.

***Artificial Intelligence in ANS (AI in ANS)***

3.81 The subject was addressed in WP/42, presented by UAE.

3.82 The meeting was appraised with the developments related to AI within SZC, including the generation and analysis of the training and simulation exercise, analysis of safety monitoring reports, AIP AI Bot, and communication compliance; beside the integration on regular business related to personal learning, content creation and admin support; to enhance efficiency, cost saving, service level enhancement, accessibility and quality.

3.83 Additionally, the meeting noted with appreciation that the Middle East Regional Monitoring Agency (MIDRMA), the MIDRMA Risk Analysis Software (MIDRAS), was recently upgraded to a new version that integrates advanced Artificial Intelligence (AI) capabilities, enabling the MIDRMA to calculate the ICAO Target Level of Safety (TLS) with higher precision, while substantially reducing the analytical workload. The AI component has also allowed the system to identify and compute complex safety parameters that previously required considerable manual effort and time consuming. In addition, the MIDRMA is currently exploring the use of AI within the framework of the MID ADS-B Height Monitoring System (MID-AHMS) Project, particularly to enhance and simplify the existing process of calculating the Altimetry System Error (ASE). This process has traditionally been highly technical and resource-intensive, but with the continued collaboration of the software developers, the MIDRMA aims to make ASE computation more efficient, accurate, and less dependent on extensive manual intervention.

3.84 The meeting appreciated the efforts made by UAE and the MIDRMA, in integrating AI in their daily work, and encouraged the States to explore opportunities for AI implementation within the ANS areas to enhance efficiency, safety and sustainability, utilizing modern technologies.

***Need for Regional Guidance on ATM–UTM integration in the MID Region***

3.85 The subject was addressed in WP/20, presented by Oman.

3.86 The meeting noted that the UAS activities in the MID Region, utilizing airspaces near CTR/CTA; while the States were developing national UAS/UTM regulations and rules, divergent approaches create risks at the ATM–UTM interface.

3.87 The meeting noted the needs for harmonized guidance to define roles/boundaries, a minimum ATM-UTM data set, ATCO training/unit procedures, and common contingency handling—implemented in a phased manner as key technical enablers mature.

3.88 The meeting encouraged the states to share their experience related to UAS/UTM, towards a regional cooperation and sharing experiences.

***Flight and Flow — Information for a Collaborative Environment (FF-ICE)***

3.89 The Subject was addressed on WP/17, presented by the Secretariat.

3.90 The meeting recalled ICAO plan related to the planning for implementation of Flight and Flow-Information for a Collaborative Environment (FF-ICE) and cessation of FPL2012, as essential advancement in air traffic management, with envisaged proposed implementation date by 2034.

3.91 The meeting noted with appreciation that the ICAO APAC MID FF-ICE Seminar was successfully conducted in Dubai, during the period 23 – 26 February 2025, hosted by General Civil Aviation Authority of the United Arab Emirates (GCAA/UAE). The Seminar provided comprehensive background information on the ATFM and FF-ICE, including the operational requirements and the

prerequisites for the implementation on planning phase.

3.92 IATA reiterated their support to the development of harmonized regional transition roadmap to avoid fragmented implementation, and underlined that successful implementation requires a coordinated transition plan from FPL2012 to FF-ICE, supported by compatible automation systems, clear communication procedures, and contingency measures.

3.93 The meeting recalled that the MIDANPIRG/22 meeting reviewed the outcomes of the Seminar at **Appendix 3L**, noting that the majority of the MID States indicated their intension to transit to FF-ICE and cessation of FPL2012 ahead of the planned date in 2034. Accordingly, the MIDANPIRG/22 meeting tasked the AIM SG, ATM SG, and CNS SGs to include FF-ICE as part of their work programme and agreed that a joint FF-ICE workshop would be organized, and to recommend to the MIDANPIRG/23 meeting the best way forward for planning and implementing FF-ICE in the MID Region.

3.94 The meeting noted with appreciation that the joint FF-ICE Workshop was conducted during the ATM SG/11 and CNS SG/14 meetings. in order to commonly raise awareness and consider the implementation constraints towards the development of regional transition plan.

3.95 The Workshop provided detailed view of the FF-ICE implementation as follows:

- FF-ICE Concept and related provisions (PPT/24)
- IATA perspective related to FF-ICE implementation (PPT/35)
- EUROCONTROL - NM Experience in FF-ICE implementation (PPT/36)
- EUROCONTROL - Understanding FF-ICE through Scenarios (PPT/37)
- FF-ICE Regulatory Requirements, Template, ASBU Enablers, Dependencies and Relations (PPT/41).

3.96 The meeting recalled that, at the initial phases the Airspace Management Working Group (ASM WG) main task was to ensure continues development of airspaces and air traffic management, including the development of regional FF-ICE roadmap.

3.97 Accordingly, based on the information provided in the Workshop, the meeting agreed that the ASM WG to develop an initial roadmap including the operational requirements from ATM perspective, and share it with the CNS and AIM SGs for their feedback (Virtual meeting to be organized). The consolidated roadmap will be therefore provided to the MIDANPIRG/23 for review and endorsement.

3.98 The meeting noted with appreciation the support provided by EUROCONTROL and IATA in sharing the views and experience in the workshop, and stressed on the need for harmonized plans to support operation of many carries of the MID Region operating globally.

### ***SAR Implementation within the MID Region***

3.99 The subject was addressed in WP/23, presented by the Secretariat.

3.100 The meeting recalled the SAR related Standards, Recommended Practices and Procedures and guidance material related to the implementation of Search and Rescue (SAR) mainly contained in ICAO Annex 12, International Aeronautical and Maritime Search and Rescue Manual (IAMSAR - Doc 9731). And the regional requirements available in the MID SAR Implementation Plan which was endorsed and published as MID Doc 010, in 2018.

3.101 The meeting reviewed the contact lists for the SAR Focal Points of the MID States and encouraged States to coordinate with the MID Office the required update and contact details.



***MID States Presentations******Update from Cairo FIR***

3.102 Egypt presented updates on the “Cairo FIR Optimization- phase 3” project, highlighting Egypt’s continuous efforts to enhance the efficiency, safety, and sustainability of air traffic operations within the Cairo Flight Information Region (FIR) in line with the regional and global plans. The project focuses on implementing of new optimized ATS routes, reducing fuel consumption and minimizing environmental impact while strengthening regional connectivity and increased capacity.

3.103 Through close coordination with neighbouring FIRs, ICAO, IATA, and Eurocontrol, Egypt successfully introduced multiple new routes and restructured key airspace segments.

***Updates from Amman FIR***

3.104 The Civil Aviation Regulatory Commission updated the meeting on the ongoing progress and developments within Amman FIR, including the progress related to the Airspace restructure project and the integration of the DME/DME coverage for used for navigation, and enhanced surveillance capabilities using the MLAT coverage.

***Update from Muscat FIR***

3.105 Oman provided updates on the progress of Oman Airspace Strategic Project, as an initiative to enhance and optimize the airspace within Muscat FIR and at the regional interface with APAC, meeting the national and regional targets, and addressing the increased traffic growth and the associated number of hotspots and traffic conflicting areas.

3.106 Oman underlined the importance if close and continuous collaboration between neighbouring States, regional partners, and industry stakeholders, as vital to the success of project, ensuring interoperability, shared benefits, and a seamless, safe, and efficient regional airspace network.

-----