



# ATM SG/11 & CNS SG/14

19-23 Oct. 2025 **MEETINGS** Abu Dhabi, UAE



| ICAO

# INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



# MIDANPIRG Communication, Navigation and Surveillance Sub-Group Fourteenth Meeting

3



الهيئة العامة للطيران المدني  
GENERAL CIVIL AVIATION AUTHORITY



## Eng. Mohamed Iheb Hamdi

ICAO MID Regional Officer for Aerodromes and Ground Aids (RO-AGA)  
& MID Region CNS Focal Point



MIDANPIRG Communication, Navigation and Surveillance Sub-Group Fourteenth Meeting  
CNS SG/14 (Abu Dhabi, UAE, 19 – 23 October 2025)



(Not Revised Yet)

LEGEND	TWR	APP	ACC	FIS	VOLMET ATIS	AS	Special frequencies	Not allotted	AOC (Aeronautical)	VDL
	Aerodrome Control	Arrival Control	Area Control	Flight Information	VOL MET broadcast	Aerodrome Surface	(not assignable)		Operational Control	VDL Final Link

## Implementation of 8.33 KHz : Do we need it in the MID Region?

### Background

- The **ACAO/ICAO Frequency Management Workshop** (pre-CNS SG/12) recommended a **simulation exercise** on VHF COM frequency assignments up to 2030, to determine whether congestion would justify 8.33 kHz implementation in parts of the MID Region.
- MIDANPIRG/20 endorsed this recommendation and invited States to **submit their future frequency requirements** to ICAO MID Office for analysis.
- No formal **Conclusion or Decision** was issued mandating the simulation.

## Implementation of 8.33 KHz : Do we need it in the MID Region?

### Background

- CNS SG/13 revisited the subject. The group acknowledged that very limited or no data had been received from States, making it impossible to conduct the simulation.
- As a result: No new Conclusion/Decision was formulated on launching the simulation.
- Instead, CNS/13 recommended that focus should remain on refreshing the MID Region VHF Allotment Plan

# MID Region Allotment Plan

(Not Revised Yet)

No.	Conclusions and Decisions	Concerns/ Challenges (rationale)	Deliverable	To be initiated by	Target date	Status/Remarks
C. 21/24	<b>Optimization of Frequency Assignment in the MID Region</b>  That, in order to optimize the frequency assignment planning and mitigate VHF frequency congestion at regional level, States are urged to:  a.coordinate with ICAO MID Office before assigning frequencies for aeronautical services (VHF COM, VHF NAV); b.perform an update/review of the data in the VHF-COM/NAV module; and c.Submit Frequency Requirements for the Period 2023 – 2030 using the Guidance Doc. at <b>Appendix 5L</b> by <b>Q4 2024</b> .	To optimize frequency assignment planning and mitigate VHF frequency congestion at the regional level in the MID Region.	States are urged to coordinate with the ICAO MID Office before frequency assignments , update/review VHF-COM/NAV data, and submit frequency requirements for 2023–2030.	States	By Q4 of 2024	On-going

## VHF COM/NAV Matters: Revised MID Action ? Or Close the Conclusion

### Draft Conclusion XX/XX: Optimization of Frequency Assignment in the MID Region

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

- a) **Coordinate with the ICAO MID Office** before assigning new frequencies for aeronautical services (VHF COM, VHF NAV).*
- b) **Update and review their data** in the **VHF COM/NAV module** of the Frequency Finder database on a regular basis.*
- c) **Submit their Frequency Requirements** for the period **2026 - 2030**, using the ICAO guidance template, by **XXXXXXXXXX**.*

**Rationale:** To ensure coordinated and efficient use of the aeronautical frequency spectrum and to avoid congestion in the MID Region.



---

## Action by the Meeting

The meeting may wish to review the existing Conclusion referring to [Appendix A](#) inviting States to provide inputs for the 8.33 kHz simulation or **close it**, as:

- i. The regional analysis and feedback from States confirm **no immediate need** for the implementation of 8.33 kHz channel spacing in the MID Region; and
- ii. The focus has shifted to **optimizing the VHF Allotment Plan** and ensuring **data accuracy** within the ICAO Frequency Finder database.

---

# Thank You



MIDANPIRG/21 & RASG-MID/11-REPORT  
APPENDIX 5L

---

**SUBMISSION OF FREQUENCY REQUIREMENTS FOR THE PERIOD 2023 – 2030**

1.1 The primary purpose of this simulation is to determine if a congestion in the use of frequencies can be foreseen that would require the implementation of 8.33 kHz channel spacing in any parts of the MID Region.

1.2 With the view to determine the medium-term spectrum requirements for VHF communication services, States are invited to submit these requirements to the MID Regional Office by **Q4 2024**. On the basis of these requirements, ICAO will undertake an analysis that is aimed at determining whether these requirements can be assigned a frequency within the available 25 kHz channels.

1.3 In this case, States can introduce the requirements in the local version of Frequency Finder and generate with the button “Export Submissions” an Excel file that can be submitted to the Regional Office.

1.4 States are able to download the Frequency Finder tool from Frequency Spectrum Management Panel (FSMP) webpage at: <https://www.icao.int/safety/FSMP/Pages/Documents.aspx>, and ICAO will provide assistance for any difficulties in installation and use of this ICAO tool.

1.5 Precise details not available.

1.5.1 When precise details are not available for future frequency requirements, States can submit such requirements in any format.

1.5.2 Example 1: For a new airport, States can submit the (approximate) coordinates and specify the need for:

- x TWR frequencies
- x Aerodrome surface frequencies
- x APP-U frequencies
- x APP-L frequencies
- x ACC-U frequencies
- ATTM.- 2
- x ACC-L frequencies
- x VOLMET frequencies
- x ATIS frequencies
- x VDL frequencies

- END -