



ICAO

# INTERNATIONAL CIVIL AVIATION ORGANIZATION

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# ICAO WRC-27 Preparatory Workshop

## Agenda item 6.2: Aeronautical frequency management in the MID Region

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## Frequency Coordination Process (Q2 2025)

### Coordination with GCC Telecom Bureau:

ICAO MID Office informed States and the GCC Telecom Bureau of the coordination between ICAO and the Bureau regarding the use of the **ICAO Frequency Finder (FF) tool** for compatibility testing and registration of aviation frequency assignments.

### Cybersecurity Restriction:

Following an **ISO/IEC 27001 audit**, ICAO ICT Section placed the **central FF database behind the firewall**, making it temporarily inaccessible from outside ICAO HQs and Regional Offices.

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## Frequency Coordination Process (Q3 2025)

### Continuity of Service:

The FF system became non operational; however States should continue to use the **FF Runtime version** to test frequency assignments locally. However, this version is not synchronized with the central database during this period. **It is foreseen that the server should be operational again shortly.**

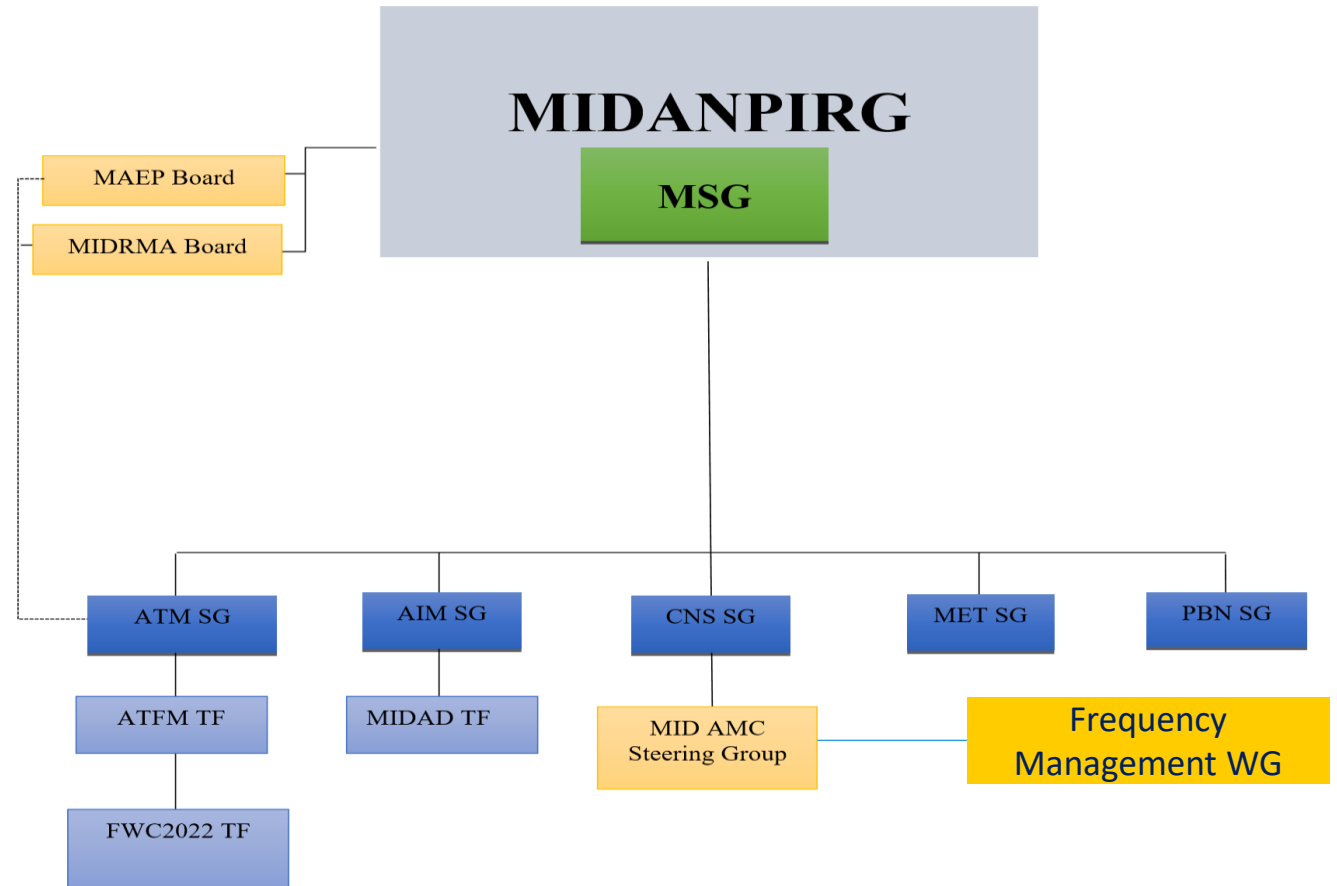
### Implication for MID Office:

ICAO and all Regional offices **do not have access** to the synchronized database. However, the regular procedures should continue to be followed, all official requests or inquiries for FF compatibility testing and database updates should be sent to the MID Regional Officer with further coordination between ICAO MID office and ICAO HQs if needed.

# Who is responsible for the FM within the MIDANPIRG Framework



MIDANPIRG ORGANIZATIONAL CHART



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## MID Region Allotment Plan (Not Revised Yet)

“Each Region has developed a frequency allotment plan where sub-bands in the band 117.975 - 137 MHz have been allotted to specific air-ground communication services

Review of the allotment plan may increase the amount of spectrum that can be used for ATC Services

- Current sub-bands that are not allotted (135.825 – 136.475)MHz
- Band that is currently allotted for AOC (ex. 128.900 – 132.075)MHz”



(Not Revised Yet)

[illegible]

## MID Region Allotment Plan (Not Revised Yet)

### Draft Conclusion XX/XX : Review and Update of the MID Region Allotment Plan

*That, in order to **increase the amount of spectrum available for aeronautical services** and ensure its efficient use, the meeting agreed that:*

- a) The CNS SG should **adopt the revised planning principle** for the Aeronautical Frequency Band **117.975–137 MHz**; and*
- b) The **MID Region VHF Allotment Plan** should be reviewed and updated, as deemed necessary, in close coordination with ICAO MID Office, by **Q3 2026**.*

**Rationale:** To increase availability and efficiency of spectrum usage for aeronautical services in the MID Region, while ensuring the plan reflects operational and technological developments.



## 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

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## Discrepancies in NAV Frequency Coordination

- Inconsistencies have been observed between the ICAO Frequency Finder (FF) NAV database and the information published in some States' AIPs.
- In certain cases, NAV facilities appear to be operational with frequency assignments that were not formally coordinated with ICAO.
- Such practices create operational and safety risks, as:
  - Facilities not coordinated through ICAO may not be protected against harmful interference; and
  - they could generate interference to other facilities whose frequency assignments have been properly coordinated and registered.

## Discrepancies in NAV Frequency Coordination : MID Action

Draft Conclusion XX/XX : Alignment of AIP Data with ICAO Frequency Finder (FF) Database

*That, in order to ensure the accuracy of frequency assignment records and to mitigate the risk of harmful interference, **States should:***

- a) **Verify and align** the frequency information published in their AIP with the assignments registered and coordinated through the ICAO Frequency Finder (FF) tool.*
- b) **Refrain from placing into operation NAV or COM facilities** whose frequency assignments have not been coordinated and registered with ICAO.*
- c) **Regularly update the FF tool** with any changes to their national frequency assignments to ensure consistency with published AIP information.*

### **Rationale:**

Discrepancies between States' AIP publications and the ICAO FF NAV database create a risk that uncoordinated facilities may not be protected from harmful interference, or may cause interference to facilities with assignments that have been properly coordinated and registered. Addressing this gap will improve the efficiency and reliability of spectrum use in the MID Region.

## VHF COM/NAV Matters: MID Action

### 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 **Q3 2026**.*

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

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# Thank You

