

**PART II: REPORT ON AGENDA ITEMS****REPORT ON AGENDA ITEM 1: PROVISIONAL AGENDA**

1.1 The subject was addressed in WP/1, presented by the Secretariat. The meeting reviewed and adopted the Agenda as at paragraph 6 of the History of the Meeting.

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**REPORT ON AGENDA ITEM 2: ASM DEVELOPMENTS*****Follow-up on the Outcomes of the Previous Meetings (MIDANPIRG/21, MIDANPIRG/22 and ATM SG/11)***

- 2.1 The subject was addressed in WP/2, presented by the Secretariat.
- 2.2 The meeting noted the follow-up actions on the list of Conclusions and Decisions from MIDANPIRG/21, MIDANPIRG/22, and the tasks emanating from the ATM SG/11 meeting at **Appendix 2A**.

***Optimization of MID Region ATS Route Designator***

- 2.3 The subject was addressed in WP/3, presented by the Secretariat.
- 2.4 The meeting noted the Traffic Data Sample (TDS) provided by the MID States to MIDRMA in 2025, along with the proposal on the optimization of MID Region ATS route designators developed by the Secretariat at **Appendix 2B**. The meeting agreed that the proposals require further review by the States concerned. Accordingly, States are requested to provide their feedback to the ICAO MID Office by **1 September 2026** for consolidation and presentation to ASM WG/5 meeting for further consideration and decision.

***ATS Route Designator Changes in accordance with MID ANP Volume II***

- 2.5 The subject was addressed in WP/4, presented by the Secretariat.
- 2.6 The meeting noted with appreciation for the actions taken by MID States to revise their national documents in line with the approved PFAs and to eliminate the prefix "U" associated with MID ANP Volume II, ATS table. Furthermore, the meeting requested the remaining States to finalize their tasks and submit the necessary updates to ICAO MID before ASM WG/5 meeting.

***Project 30/10 Implementation of Reduced Longitudinal Separation in the MID Region***

- 2.7 The subject was addressed in WP/5, presented by the Secretariat.
- 2.8 The meeting noted the current status of the longitudinal separation implemented between adjacent FIRs in the MID Region, as detailed by the common FIR boundary points in **Appendix 2C**. Given that this data is dynamic, the meeting requested MID States to provide continuous updates to the ICAO MID Office in order to maintain an up-to-date dashboard.

***Project 30/10 Roadmap***

- 2.9 The subject was addressed in WP/6, presented by the Secretariat.
- 2.10 The meeting recalled MIDANPIRG Decision 22/10 regarding development of Project 30/10 roadmap. The meeting also noted the list of applicable separation related to implementation of this project in the MID region as detailed at **Appendix 2D** along with the draft roadmap outlined in **Appendix 2E**.

2.11 Based on the draft roadmap, particularly the “Priority 1 FIR boundary points”, States are responsible for each boundary point, to coordinate with their adjacent FIRs in order to develop the required action plans for the implementation of Project 30/10. These action plans should be comprehensive and include, inter alia, defined targets and identified solutions (covering quick wins, such as the implementation of alternative longitudinal separation minima as described in ICAO Doc 4444, ATS surveillance data sharing, and/or mid- to long-term measures, such as the procurement of ATS surveillance systems), as well as implementation timelines, safety assessments, training requirements, updating of the relevant Letters of Agreement (LoAs), etc.

2.12 The individual action plans should be shared with the ICAO MID Office for consolidation under the ICAO MID Region Project 30/10 roadmap and subsequent review by the ATM SG for further actions.

2.13 The meeting also tasked the Project 30/10 Action Group to include three additional appendices in the draft roadmap, providing *guidance material for the selection of appropriate separation minima as listed in ICAO Doc 4444, a template for safety assessment, and a template for the development of a harmonized action plan*. In addition, one attachment should be included reflecting *MID States’ experience in ATS surveillance data sharing with adjacent FIRs*. These materials will be further discussed at ASM WG/5 and ATM SG/12 meetings prior to presentation to the MIDANPIRG/24 meeting.

***MID eANP, Volume II, Part I, Table GEN II- 1-Homogeneous Areas and Major Traffic Flows identified in the Region***

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

2.15 The meeting reviewed and agreed on the Proposal for Amendment (PfA) at **Appendix 2F** related to the MID ANP, Volume II, Part I, Table GEN II-1 (Homogeneous areas and major traffic flows in the MID Region), for submission to the MIDANPIRG/23 meeting for further consideration and decision.

***Proposal for Amendment to the MID eANP volume II, FICE B0/1 (AIDC/OLDI) applicability area***

2.16 The subject was addressed in WP/8, presented by the Secretariat.

2.17 The meeting reviewed and agreed on the Proposal for Amendment (PfA) at **Appendix 2G** related to the MID Air Navigation Plan, Volume II, Table ATM II-MID-3, concerning the applicability of AIDC/OLDI Priority 1 in the MID Region, for submission to the MIDANPIRG/23 meeting for further consideration and decision.

***FF-ICE Roadmap***

2.18 The subject was addressed in WP/9, presented by the Secretariat.

2.19 The meeting noted that the Flight and Flow — Information for a Collaborative Environment (FF-ICE) is a transformative initiative designed to overcome the limitations of the current ICAO 2012 flight plan system (FPL 2012). FF-ICE is a key enabler of ICAO's Global Air Traffic Management Operational Concept (GATMOC), which aims to achieve an integrated, harmonized, and globally interoperable air traffic management system.

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2.20 The meeting noted that, due to contingency situations in the MID Region, it was not possible to convene the FF-ICE Action Group meeting. Accordingly, the Secretariat, in line with the outcomes of the Air Navigation Report - 2025, conducted the necessary analysis and provided the regional status in terms of current capabilities and planning for FF-ICE implementation, as presented in **Appendix 2H**.

2.21 The meeting was informed that the ATM SG/12 and AIM SG/13 meetings are planned to be conducted jointly in November 2026, similar to the joint CNS/ATM workshop held in 2025. The outcomes of all related events will be presented to the FF-ICE Action Group to develop the required draft for the ASM WG/6 meeting, in order to reviewing and agreeing on the proposal prior to submission to the Chairpersons of the ATM, AIM, and CNS Sub-Groups for final review, before presentation to the MIDANPIRG/24 meeting.

***Review and Update the ASM Action Plan***

2.22 The subject was addressed in WP/10, presented by the Secretariat.

2.23 The meeting reviewed and updated the MID ASM Action Plan at **Appendix 2I**.

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**REPORT ON AGENDA ITEM 3: FUTURE WORK PROGRAMME*****Terms of Reference and List of FPs and Date and Venue of the ASM WG/5 Meeting***

- 3.1 The subject was addressed in WP/11, presented by the Secretariat.
- 3.2 The meeting reviewed Airspace Management Working Group Terms of Reference, as at **Appendix 3A**.
- 3.3 The meeting reiterated the importance of designation of Focal Points to support the work of the ASM WG. The ASM WG List of Focal Points is at **Appendix 3B**.
- 3.4 The meeting agreed that, following the generous offer by Qatar to host the ATM SG/12 meeting in October 2026, the ASM WG/5 meeting will be conducted back-to-back with the ATM SG/12 meeting.
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**REPORT ON AGENDA ITEM 4: ANY OTHER BUSINESS**

4.1 Nothing has been discussed under this Agenda Item.

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