PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA

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

REPORT ON AGENDA ITEM 2: COMMUNICATION ISSUES

Outcome of the MIDAMC STG/11

2.1 The Outcome of the MIDAMC STG/11 meeting was addressed in WP02, presented by the Secretariat.

2.2 The meeting noted that all actions in the ROC plan have been completed, except the task "Evaluation of Inter-Region Connection Bandwidth and its increase, if required" and the transition of the Beirut-Nicosia connection from CIDIN to AMHS, as in the updated ROC plan at ***Appendix 2A***.

2.3 The MIDAMC STG/11 meeting agreed to coordinate with the MET SG on the status of the current ROC implementation and to request States to assess the need for increasing connection bandwidth. Following this coordination, the meeting noted that ROC data is being exchanged without issue and therefore considered the ROC plan fully implemented.

2.4 The meeting recalled that States have been urged, through MIDANPIRG Conclusion 20/37, to rationalize the AFTN/AMHS network in the MID Region, based on operational requirements and traffic volume, and to review the Inter-Regional connections established on a bilateral basis. No action has yet been taken with respect to the rationalization of the network. The meeting noted that the AFTN/AMHS regional requirements are outlined in the MID ANP, Volume II, CNS Tables II-1 and II-2. It was reiterated that States should refrain from establishing additional Inter-Regional connections to ensure efficient and regular Inter-Regional messages flow.

2.5 The meeting noted with concern the following operational issues:

a) inconsistent AFTN/AMHS routing tables;
b) the need to update look-up tables in external systems interfacing with the MTA via P3 or P7; and
c) incorrect routing of certain addresses, such as FH and FJ, which are usually routed to the AFI Region, although they belong to and should be routed to the EUR Region.

2.6 The meeting recalled that the successful transition of SITA integration was completed in 2019. Furthermore, it was noted with concern that the routing mismatches or misconfigurations have resulted in traffic loss, routing loops, and traffic delays. Therefore, equipping AFS operator with the requisite training in routing configuration, as well as the use of MIDAMC tools and functions, prior to operating on the live network was underlined.

2.7 The meeting recalled the ongoing efforts to implement an AMHS gateway between the AMHS community and ARINC, and noted that MIDANPIRG/20, through Conclusion 20/41, urged the States concerned (Egypt, Libya, and Sudan) to validate the ARINC addresses by 1 August 2023. The States involved expressed difficulties in completing this validation, as the addresses are not registered in their national records. Consequently, the MIDAMC Team was tasked to coordinate with ARINC and request that they provide the list of relevant addresses and the required details to enable States to conduct the validation process. Based on the above, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 15/1: EFFICIENCY OF THE AMHS NETWORK OPERATION IN THE MID REGION

That, in order to enhance the efficiency and ensure consistency of the AFTN/AMHS network operations in the MID Region, States be urged to:

a) refrain from establishing new bilateral inter-regional connections and rationalize existing ones, ensuring that operational requirements, overall network efficiency, and the regional provisions specified in MID ANP Volume II are fully considered;

b) update the AMC data, including AFTN/AMHS Routing directories, on a regular basis in close collaboration with the MIDAMC team; and

c) ensure that the AMHS system operates in full alignment with the AMC data, including proper configuration of AMHS parameters and timely update of P3/P7 user agents' addressee information.

2.8 The meeting noted that some MID States are facing operational issues concerning the Inter-Regional communications with gateways of other Regions. Consequently, the MIDAMC STG/11 meeting requested ICAO to organize a meeting to discuss Inter-Regional AFS matters with States involved. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 15/2: AFS INTER-REGIONAL COORDINATION

That, in order to enhance coordination and facilitate resolution of outstanding Inter-Regional issues, ICAO MID Office is requested to organize an AFS inter-regional coordination meeting with AFI, APAC, and EUR/NAT Regions and States involved.

2.9 The meeting noted the successful conduct of a MIDAMC Workshop from 5 to 7 April 2026, Cairo, Egypt, which provided basic knowledge and practical skills. Furthermore, the meeting agreed that an advanced MIDAMC Workshop should be conducted in 2027 to further strengthen operator competencies, ensure consistency in network operations, and enhance overall efficiency and reliability of the AFTN/AMHS environment.

2.10 The meeting noted the requests from Libya, Syria, and Yemen to organize MIDAMC Workshops at National level with the aim of enabling broader participation and supporting the implementation and operation of AMHS within their respective States. Libya emphasized the need to arrange this Workshop at the earliest opportunity.Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 15/3: CAPACITY BUILDING ACTIVITIES ON AMHS/AMC

That, in order to strengthen AMHS operator competencies and enable the smooth and efficient AMHS operation in the MID Region:

a) an Advanced AMHS/AMC Workshop be organized in 2027; and

b) States interested to organise AMHS/AMC Workshop at National level send official requests to the ICAO MID Office.

2.11 The meeting reviewed and endorsed the proposed updates to the Terms of Reference (ToRs) of the MIDAMC STG, as at ***Appendix 2B***, taking into account the following considerations:

a) given that the management and development of SWIM services fall under the terms of

reference of the AIM SG, the MIDAMC will support only the establishment and operation of the SWIM infrastructure, not the services themselves, in order to avoid overlapping of tasks and duplication of efforts; and

b) the withdrawal of the MIDAMC Platform and the transition to the use of the AMC.

2.12 Consequently, the meeting agreed to the following Draft Decision:

DRAFT DECISION 15/4: ***MID AMC STG AMENDED TERMS OF REFERENCE***

That the MID AMC Steering Group Terms of Reference be amended as at ***Appendix 2C.***

INTER-CENTER COMMUNICATIONS (ICC) PROTOCOLS

2.13 The Inter-Center communication protocols were addressed in WP/3, presented by the Secretariat.

2.14 The meeting noted the updated criteria for identifying Priority 1 AIDC/OLDI connections as proposed by the ATM SG, and the outcomes of the FF-ICE Workshop, as well as the FICE regulatory framework proposed by Qatar.

2.15 The meeting recognized that FICE is a multidisciplinary ANS matter requiring cooperation among MIDANPIRG subsidiary bodies, specifically ATM SG, AIM SG and CNS SG.

MID IP Network Project

2.16 The meeting recalled that the ICAO MID Office had requested EUROCONTROL to extend the New PENS service to MID States, following the agreement reached at MIDANPIRG/18 through Conclusion 18/37, as an alternative solution to the CRV for establishing a MID IP Network.

2.17 The meeting was reminded that EUROCONTROL had agreed to extend the New PENS project to the MID States, and that the official notification letter, together with the next steps, would be communicated to the ICAO MID Office in due course.

2.18 It was mentioned that the ICAO MID Office had been approached by the APAC Office to explore the possibility of re-engaging MID States in the APAC CRV project, since the cost would be significantly lower than previously quoted. Consequently, the MIDANPIRG/21 meeting agreed to refer the matter to CNS SG/13 for further study and to recommend a solution to the MIDANPIRG/22 meeting.

2.19 The meeting stressed that a regional or sub-regional decision should be taken to join a regional network, to enhance cost-effectiveness for the States concerned.

2.20 The meeting raised concerns regarding the uncertainties in coordination and the approach adopted. Accordingly, it was agreed to establish an Action Group, that will carry out its tasks virtually, to reassess all options and scenarios related to the MID IP project and to provide guidance on the most appropriate course of action, taking into account past efforts and coordination with other Regions. Furthermore, the outcome of this Action Group will be presented at the CNS SG/16 and MIDANPIRG/24 meetings. Accordingly, the meeting agreed to the following Draft Decision:

DRAFT DECISION 15/5: ***MID IP NETWORK ACTION GROUP***

That:

a) the MID IP Network is established to reassess all options and scenarios related to the MID IP project and to provide guidance on the most appropriate course of action; and

b) the MID IP Network is composed of:

a) Mohamed Sultan (Egypt)
b) Yasser Zayyad (Jordan)
c) Ahmed El-Amari (Libya)
d) Faisal Alzahrani (Saudi Arabia)
e) Ayham Alkilani (Syria)
f) Ezat Faiq (Yemen)
g) Abdullah Al Farsi (Oman)
h) Rashed Al-Shehi (UAE)
i) ICAO Secretariat

REPORT ON AGENDA ITEM 3: NAVIGATION ISSUES

ICAO GNSS RFI ROADMAP

3.1 The subject was addressed in WP/5 and WP/6, presented by the Secretariat.

3.2 The meeting was apprised of the outcome of the 42nd session of ICAO assembly and the 14th Air Navigation Conference (AN-Conf/14) concerning the GNSS RFI. The meeting was further apprised of the ICAO roadmap available at (ICAO GNSS RFI Roadmap) to address GNSS jamming and spoofing, and associated short-, medium-, and long-term actions and activities.

3.3 The meeting observed that, in the short term, conventional navigation infrastructure can continue to serve as a reliable backup. At the same time, the implementation Package (iPack) for the mitigation of GNSS RFI will provide targeted support to States encountering implementation challenges, assisting them in deploying both preventive and reactive mitigation measures as necessary.

3.3 It was highlighted that no single solution is known to be effective in all GNSS RFI cases; therefore, the most robust approach is a combination of technical measures, including signal authentication for core constellations (GPS, Galileo), SBAS authentication, C-PNT, NAV RON, enhanced antenna types, and other complementary technologies.

Mitigating GNSS RFI

3.4 The subject was addressed in WP/9, presented by Oman. The meeting noted the actions taken by Oman to mitigate GNSS RFI.

3.5 The meeting noted that the RASG-MID Safety Advisory on GNSS vulnerabilities (RSA-14) was endorsed in 2018 and amended in 2025.

3.6 The meeting agreed that the RSA-14 requires a substantial update to keep pace with developments, given the evolving nature of GNSS jamming and spoofing, as well as ICAO's recent publications and provisions on the subject. It was therefore decided that Oman will lead the review process, with support from Egypt and the ICAO Secretariat. The revised draft will be circulated to CNS focal points by email for feedback/input, with the aim of presenting the amended RSA-14 at the MIDANPIRG/23 and RASG-MID/13 meetings.

3.7 The meeting also recalled that the ICAO MID Regional Office has published ICAO MIDANPIRG DOC 011 titled "GUIDANCE ON GNSS IMPLEMENTATION IN THE MID REGION", Edition December 2018. This guidance includes some mitigation strategies to GNSS vulnerabilities in Part III: GNSS Vulnerabilities.

3.8 The meeting agreed on the need to revise and update MID DOC 011 to take into account, inter alia, the followings:

i. the latest amendment to ICAO Annex 10, Volume I;
ii. Assembly Resolution 42-8 Appendix C;
iii. AN-Conf/14 Recommendation 2.2/2;
iv. the most recent revision of RASG-MID Safety Advisory 14 (RSA-14); and
v. the outcomes of ICAO events, including the 1st and 2nd Radio Navigation Symposia.

3.9 Egypt volunteered to lead the review of the MID DOC 011, with the intention of presenting the revised document to the CNS SG/16 meeting for further consideration and enhancement. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 15/ 6: REVISION OF THE GUIDANCE ON GNSS IMPLEMENTATION IN THE MID REGION

That, in order to ensure alignment of regional guidance with global developments, emerging threats, and ongoing international and regional efforts, Egypt lead the review and update of the ICAO MID DOC 011- Guidance on GNSS Implementation in the MID Region. The revised document will then be subject to further review and endorsement by the CNS SG/16 meeting before presentation to the MIDANPIRG/24 meeting for endorsement.

Enhancing Time Synchronization Resilience of ANSP Systems Under GNSS RFI Conditions

3.10 The subject was addressed in WP/10, presented by the UAE.

3.11 The meeting noted the critical need for precise time synchronization and time-stamping in several CNS/ATM systems. Modern ANSP environments operate as tightly coupled, time-dependent systems, where synchronization is often at sub-microsecond levels.

3.12 The meeting received an update from the UAE on multi-layered timing architecture. This approach combines GNSS-based synchronization with anti-jamming capabilities, high-stability local timing sources such as atomic clocks (Rubidium/Cesium) or holdover oscillators, and independent synchronization mechanisms, including secure network-based timing (e.g., PTP – Precision Time Protocol) and cross-validation across ANSP systems. The layered design enables graceful degradation and ensures continuity of operations even in the event of GNSS disruption.

3.13 The meeting was apprised of the ongoing efforts by ICAO HQ to standardize complementary PNT (C-PNT) solutions, which are considered the long-term response to GNSS RFI. The C-PNT concept includes the introduction of independent time sources, ensuring resilience and continuity of operations in the event of GNSS disruption.

3.14 The meeting requested the UAE to keep the Group informed of their ongoing experience and encouraged other States to assess and, to the extent possible, mitigate GNSS dependency for timing across critical CNS infrastructure.

Minimum Navigation Operational Network (NAV MON)

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

3.16 The meeting recalled that the ASBU element NAVS B0/4 -NAV MON was identified in 2018 as a priority 1 element for implementation in the MID Region Air Navigation Strategy.

3.17 In order to assist States with the implementation and monitoring of NAV-MON, MIDANPIRG/18, through Decision 18/42, established the NAV-MON Action Group to develop a

Template for a NAV-MON Plan. Consequently, the Action Group held several virtual meetings with four volunteering States (Egypt, Jordan, Oman, and the UAE) and produced the initial draft of the NAV-MON Template. Feedback was requested from the ATM SG and PBN SG through MIDANPIRG Conclusion 21/26.

3.18 The meeting was apprised of global developments in this regard, including the AN-Conf/14 Recommendations and Assembly Resolution A42-8/C, as well as the introduction of the NAV-RON Concept (Resilient Navigation Operational Network). The meeting noted that the definitions of both concepts are still under development.

3.19 The meeting agreed on the need for States to verify the existence of NAV-MON until the new concept is introduced. Accordingly, the meeting decided to update the composition and objectives of the NAV-MON Action Group and, consequently, agreed to the following Draft Decision to supersede MIDANPIRG Decision 22/20:

DRAFT DECISION 15/7: NAVIGATIONAL OPERATIONAL NETWORKS-NAV MON ACTION GROUP

That, in order to assist States with the implementation of the required conventional infrastructure, NAV-MON and, upon its introduction, NAV-RON, the NAV MON Action Group:

a) undertake the necessary actions to assist States with the NAV-MON and NAV-RON implementation, and facilitate the sharing of resources and best practices among States;

b) is composed of:

Waheed Sulieman (Egypt)

Ms. Neveen Askar (Jordan)

TBA (Oman)

Mr. Khaled Al-Harby (Saudi Arabia)

Mr. Jacob Avis (UAE)

Mr. Khaled Eltanany (IATA)

Mr. Arnaud Du Bédat (IFALPA)

The ICAO MID Secretariat

Implementation of GNSS Loss of Signal Monitoring and Reporting System to Support RFI Mitigation in JEDDAH FIR

3.20 The subject was addressed in WP/8, presented by Saudi Arabia.

3.21 The meeting was apprised of the plan to establish a GNSS Signal Monitoring and Reporting System in Saudi Arabia covering Jeddah FIR to support the detection, analysis, and mitigation of Radio Frequency Interference (RFI), including intentional jamming and signal spoofing.

3.22 It was noted that the system will automatically detect GNSS degradation events using ground-based sensors serving the Saudi's airspace, analyse them, and provide timely notifications to airspace users and to the Saudi ANSP (SANS).

3.23 The meeting agreed that establishing a GNSS Signal Monitoring and Reporting System will significantly improve situational awareness, support mitigation efforts, and enhance safety. The meeting requested to keep the CNS SG updated on the progress made for the GNSS Signal Monitoring and Reporting System.

3.24 In this regard, the meeting recalled MIDANPIRG 20/47 Decision, that requested the ICAO MID Office to collaborate with ACAO to assess the feasibility of establishing a Regional GNSS RFI monitoring System and report the outcome to the CNS SG/13 and MIDANPIRG/21 meetings.

3.25 The meeting also received several briefs on GNSS RFI monitoring solutions addressed in IP06, IP07, IP08, IP09, IP10, and IP11, presented by Qatar and the industry.

3.26 Based on the above, the meeting agreed that the establishment of a regional or sub-regional central RFI information repository, should be explored once States have developed sufficient national capabilities. Accordingly, the meeting agreed to the following Draft Conclusion to replace and supersede MIDANPIRG-RASG Conclusion 2 and MIDANPIRG Conclusion 20/47:

DRAFT CONCLUSION 15/8: ***STRENGTHENING REGIONAL PREPAREDNESS AGAINST GNSS RFI DISRUPTIONS***

That, in order to strengthen regional preparedness for responding to disruptions caused by GNSS RFI, States are urged to:

a) implement Assembly Resolution A42-8 Appendix C to ensure timely and effective measures are taken; and
b) consider establishing a GNSS RFI monitoring system to enhance situational awareness and mitigate safety and security risks.

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Extending Periodic Flight Inspection Intervals for Ground-Based Navigation Aids

3.27 The subject was addressed in WP/17, presented by Saudi Arabia

3.28 The meeting noted Saudi Arabia's update regarding the criteria used to extend the periodicity of flight inspection (FI) intervals for ground-based navigation aids (NAVAIDs).

3.29 The meeting further noted that this process is supported by continuous monitoring capabilities, system reliability data, and the deployment of modernized ground-based NAVAID technologies for the provision of navigation services. It is also reinforced by safety considerations and eligibility criteria that allow for the extension of flight inspection intervals based on demonstrated system performance rather than fixed periodicity. The meeting emphasized that any such extension must be justified by robust and reliable monitoring arrangements, formal safety risk assessments, effective regulatory oversight, and clearly defined reversion mechanisms to standard inspection intervals when required.

3.30 The meeting noted that the majority of recorded Significant Safety Concerns under the ICAO USOAP programme in the air navigation services area are related to the flight inspection of the ground based radio navigation and Instrument Flight Procedures.

3.31 The meeting invited States to share their experience, best practices, and lessons learned related to the flight inspection intervals and the monitoring strategies, and encouraged the exchange of information on regulatory frameworks, safety assessments, and monitoring arrangements to support harmonized and safe implementation of extended flight inspection intervals within the MID Region, as appropriate.

3.32 The meeting was informed that a PBN/GNSS Workshop will be held in Cairo, 27-29 September 2026. The Workshop, will address, inter-alia, radio navigation flight inspection matters. Accordingly, the meeting urged States to participate actively in this Workshop.

REPORT ON AGENDA ITEM 4: SURVEILLANCE ISSUES

Mode S IC Allocation

4.1 The subject was addressed in WP/11 and WP/16, presented by the Secretariat and Saudi Arabia, respectively.

4.2 The meeting recalled that, in 2011, it had been agreed that the EUROCONTROL MICA Cell would support the ICAO MID Region in the allocation of Mode S Interrogator Codes (MICA), using the same processes and procedures applied within the EUR Region. The meeting further recalled that a MICA Workshop had been conducted in 2019 for users from the MID Region.

4.3 The meeting noted with concern that improper code allocation could disrupt air traffic control (ATC) by degrading radar track stability. The resulting signal interference can trigger a domino effect, leading to delayed target updates, garbled readouts, and dropped tracks that ultimately compromise flight safety in high-traffic environments. The excessive interrogations and replies overload the radar systems, ultimately culminating in at least the following consequences:

i. False targets.
ii. Loss of aircraft identification.
iii. Reduced surveillance accuracy.
iv. Increased ATC workload.
v. Safety risks in high-density environments.

4.4 The meeting was briefed that an assessment of the use of the MICA system by MID users had identified several activities that were not being carried out in a timely or consistent manner, including the following:

i. Conflict reports were not being processed by MID users in a timely manner.
ii. Several assigned codes had not been confirmed as implemented.
iii. Assigned codes are required to be revalidated every five years; however, this process was not always being completed by States within the required timeframe.

4.5 In response to the meeting's request to establish a MID Region Mode S Interrogator Code (IC) central regional repository, the meeting was informed that ICAO HQ is developing a new module for SSR codes to be integrated in the Frequency Finder Tool.

MID Region Surveillance Plan

4.6 The meeting noted that the current version of the MID Region Surveillance Plan incorporates the outcomes of the ICAO Emerging Surveillance Symposium as well as the outcomes of the ADS-B Webinar. However, the meeting noted that the Plan contains obsolete elements and therefore requires review and updating, inter alia, in the following areas:

i. the GANP Surveillance Plan, which no longer exists in the current version of the online GANP;
ii. the baseline of surveillance infrastructure in the MID Region, which is dated December 2020;
iii. the medium- and long-term actions need to be updated;

iv. the timeline for DFMC GNSS is inaccurate;
v. the plan for ADS-B implementation in the MID Region is no longer relevant in light of prevailing GNSS RFI conditions; and
vi. the implementation of ADS-B/IN

4.7 The meeting agreed on the need to update the MID Region Surveillance Plan. Consequently, the meeting tasked the Secretariat, with the support of Egypt and Qatar, to prepare the first draft of the updated version for submission to the CNS SG/16 and MIDANPIRG/24 meetings for further review and endorsement.

4.8 Based on the above, the meeting agreed to the following Draft Conclusion:

Draft Conclusion 15/9: ***STRENGTHENING SURVEILLANCE PLANNING AND IMPLEMENTATION IN THE REGION***

That, in order to strengthen Surveillance Planning, Implementation, and Operations in the MID Region:

a) a Surveillance Workshop be organized in 2026;
b) the MID Region Surveillance Plan be reviewed and updated, taking into account the outcome of the Surveillance Workshop, and submitted to CNS SG/16 and MIDANPIRG/24 meetings for review and endorsement; and
c) MICA users are urged to:

i) carry out the necessary actions in a timely manner, including confirmation of implementation, and where applicable, revalidation of assigned codes;
ii) respond to conflict reports, where involved, and take the necessary corrective action without delay; and
iii) indicate any challenges encountered in using the MICA platform or following the associated processes.

Surveillance Project in Egypt

4.9 The subject was addressed in WP/19, presented by Egypt.

4.10 The meeting was apprised of the status of the Mega Surveillance Project in Egypt, including its strategic objectives, current phase, and lessons learned.

Efficient Utilization of 24-bit Aircraft Addresses for Aerodrome Surface Vehicles Using ADS-B Surface Surveillance Systems

4.11 The subject was addressed in WP/18, presented by Jordan.

4.12 The issue of increasing use of ADS-B Surveillance for Aerodrome Surface Vehicles operating on runways, taxiways, aprons, and maneuvering areas was addressed.

4.13 The meeting noted that ICAO Annex 10 allows the use of 24-bit aircraft addresses for aerodrome surface vehicles under specific conditions. The State Civil Aviation Authority should remain the responsible authority for address assignment to ensure its uniqueness, traceability, compatibility with

ATM systems, and coordination with aircraft registry databases.

4.14 The meeting was informed that excessive use of ADS-B transmitters on vehicles may lead to RF congestion, message garbling and collisions, reduced target detection probability, degradation of surveillance performance, and overload of ATM processing systems. This is particularly critical at major international airports with high traffic density. Therefore, uncontrolled large-scale deployment of vehicle ADS-B transmitters should be avoided. The meeting further noted the recommended mitigation measures.

4.15 The meeting further agreed that the development of harmonized regional guidance for the MID Region on 24-bit address allocation should be considered during the update of the MID Region Surveillance Plan.

REPORT ON AGENDA ITEM 5: SPECTRUM ISSUES (OUTCOME OF THE FM WG/5)

5.1 The subject was addressed in WP/13, presented by the Secretariat.

Frequency Congestion

5.2 The meeting addressed the issue of VHF COM and NAV frequency congestion in the MID Region and considered several measures to mitigate it, including the revision of the MID Region allotment plan, enhancement of the ICAO database quality, implementation of 8.33 channel spacing, and exploring various approaches to optimize the use of DME.

5.3 The meeting recalled that, in order to increase the amount of spectrum available for aeronautical services (VHF COM), MIDANPIRG/20 tasked the FM WG, through Decision 20/35, to review and amend the regional frequency allotment plan as deemed necessary. It was highlighted that the regional frequency allotment tables are an integral part of the ICAO Regional Air Navigation Plan and are published as a supplement to ICAO Doc 9718, Volume II. In this regard, the meeting noted with appreciation the comprehensive analysis conducted by Iraq on the MID Region allotment plan, which included allocated channels for each service, a comparison of allotted channels in the MID Region with other ICAO Regions, sub-band utilization, and identified issues in the current assignments.

5.4 The meeting agreed to study Iraq's proposal on the reduction of the AOC band to 130.9–132.025 MHz (46 channels), using the Frequency Finder Tool to assess channel availability for each service within the MID Region, with the study results to be presented at the FM WG/6 meeting.

5.5 The meeting also received an update on the initiative taken by ICAO to clean up the database and enhance the quality of registered assignments (ICAO database Data Quality Control). A comprehensive review, including a comparison with published AIP data, has been completed, and an Excel file has been prepared for each State to reflect this information. Due to time constraints, the meeting was unable to review and update States' files during the meeting sessions. It was therefore agreed to arrange one-to-one meetings between ICAO and the involved States in the third quarter of 2026 (Q3-2026).

5.6 The meeting noted that, due to concerns related to GNSS RFI, several States have recently installed additional DMEs, which may contribute to increased DME spectrum congestion within the Region. In this context, the meeting was apprised of five potential approaches for increasing DME channel availability, as identified in an optimization study conducted by Airbus and EUROCONTROL. The meeting highlighted that the technical feasibility of each approach requires further detailed assessment and agreed to consider these approaches as potential measures for the future mitigation of DME congestion in the MID Region.

5.7 Based on all the above, the meeting agreed to the following Draft Conclusion:

Draft Conclusion 15/10: ***FREQUENCY CONGESTION***

In order to reduce COM and NAV frequency congestion and enhance frequency availability in the MID Region, States are required to complete the following actions by the end of 2026:

a) complete the review and update of their frequency assignment data in the current ICAO database;
b) provide their projected frequency requirements up to 2034 using the questionnaire provided in ***Appendix 5A****, to enable ICAO conduct the necessary simulations and assess with States the need for implementing reduced channel spacing (8.33 kHz); and*

c) complete the review of the MID Region allotment plan for processing by ICAO and inclusion in the relevant ICAO documents.

Interference Detection and Resolution

5.8 The meeting was apprised of the coordination mechanism between the Civil Aviation Authorities and the national radio regulator in the UAE; and noted the process for handling interference complaints, including geolocation of the interference source, actions to eliminate it, coordination with national and external stakeholders, and reporting and escalation procedures. The meeting emphasized the need for States to establish a similar coordination mechanism between their Civil Aviation Authority and national radio regulator.

5.9 The meeting was apprised of the provisions and recommendations related to optimizing interference detection and resolution, through effective spectrum regulatory measures and enforcement, as contained in the relevant ICAO Resolutions emanating from the 42nd session of the ICAO Assembly, Recommendations from the 14th Air Navigation Conference, and the recommended actions from the 1st and 2nd ICAO Radio Navigation Symposiums. It also noted the ICAO/ITU/IMO joint Declaration on the protection of GNSS from harmful interference and WRC-23 Resolution 676.

5.10 The meeting discussed means to enforce these provisions and recommendations, given the importance and criticality of the issue. It was agreed that ICAO would provide a survey listing the required actions along with their references and monitor implementation using the matrix in ***Appendix 5B.***

5.11 As a follow-up to the recommendation to strengthen enforcement against illegal GNSS transmitters, the meeting was apprised of a best practice presented by the GCC, led by Bahrain. Bahrain reported that it had engaged with several online marketplaces, requesting them to prohibit the sale of illegal transmitters to GCC Countries, and had enhanced coordination with Customs Authorities to prevent their importation. In light of these efforts, the meeting agreed to the following Conclusion:

DRAFT CONCLUSION 15/11: ***MITIGATING INTERFERENCE THROUGH EFFECTIVE SPECTRUM REGULATORY MEASURES AND ENFORCEMENT***

That, in order to implement ICAO Resolutions and Recommendations related to the mitigation of interference through effective spectrum regulatory measures and enforcement, States are urged to implement the actions listed in ***Appendix 5B*** *and provide feedback to the CNS SG/16 meeting, for monitoring and appropriate action.*

Preparation of WRC-27

5.12 The meeting was briefed on ICAO provisions concerning the aeronautical spectrum strategy and policies, the relevant Assembly Resolution, and the process for preparing ICAO's WRC position (WRC-27).

5.13 The meeting noted that, although WRC-27 does not include agenda items specifically on aviation safety frequency allocations, several items could nonetheless impact aeronautical safety services, including the band allocated for Radio Altimeter.

5.14 The meeting noted that Radio or Radar Altimeters are essentially primary radars pointing towards the ground. They provide a direct measurement of the clearance height of the aircraft over terrain or obstacles. These Radars operate in the 4.2-4.4 GHz frequency band.

5.15 The meeting noted with concern that WRC-27 agenda item 1.7 seeks, based on sharing and compatibility studies, to identify additional spectrum for international mobile telecommunications (IMT) in one or more frequency bands, including a band which is immediately adjacent to the Radio Altimeter (RA) band.

5.16 Current WRC-27 preparatory studies raise several aviation safety and operational concerns. Ongoing I studies do not fully address critical radio altimeter operational scenarios, particularly off-nominal landing conditions where RAs function as essential safety-net systems. This may result in an incomplete assessment of real-world interference risks. In addition, new RA SARPs are not expected before 2027, limiting their relevance to WRC-27 deliberations. Concerns were also raised regarding the cross-border nature of aviation operations, as aircraft routinely operate across multiple jurisdictions during critical phases of flight and require RA systems to function reliably and consistently across regions.

5.17 The meeting stressed the need to actively advocate for the ICAO WRC-27's position and to engage with States and relevant International Organizations in order to ensure the protection of aviation safety. Consequently, the meeting agreed to the following Draft Conclusion:

Draft Decision 15/12: ***Coordination and Advocacy for the Protection of the Radio Altimeter Band in WRC-27***

That, in order to strengthen regional and international coordination in support of the ICAO position on radio altimeter spectrum protection, and to ensure effective engagement with relevant stakeholders during WRC-27:

a) ICAO MID Office to:

i. conduct Workshops and/or meetings in 2026/2027 with the Arab Spectrum Management Group (ASMG) in support of WRC-27 preparations, with particular emphasis on radio altimeter issue; and
ii. coordinate with States as well as other International and Regional Organizations, to strengthen collaboration and advocate for the protection of the radio altimeter band.

b) States' Civil Aviation Authorities to:

i. participate actively in the Regional WRC27 preparatory events;
ii. coordinate with their national radio regulator to support ICAO WRC-27 position; and
iii. send their representatives within the State's delegates to the WRC-27

REPORT ON AGENDA ITEM 6: AIR NAVIGATION SERVICES CYBER SECURITY

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

6.2 The meeting recalled that the first meeting of the ANC Cybersecurity Working Group (ACS WG/1) conducted gap analysis between ICAO Cybersecurity Action Plan and the implementation level in the MID Region. MIDANPIRG through Conclusion 20/43, endorsed the Action Plan and agreed that a follow-up survey should be developed. In this context, the meeting noted that the ICAO MID Office circulated a survey as a follow-up action to the Cybersecurity Symposium that was held in Doha, Qatar in November 2023.

6.3 The meeting was apprised of the outcomes of the fifth meeting of the Regional Aviation Security and Facilitation Group (MID-RASFG/5, Doha, Qatar, 3-5 February 2026) related to cybersecurity.

6.4 The meeting reviewed the analysis of the questionnaire responses submitted by five States and identified a common concern regarding cybersecurity capacity-building programmes, particularly the limited availability of aviation-specific cybersecurity training and the effectiveness of existing cybersecurity awareness initiatives.

6.5 The meeting recalled MIDANPIRG Conclusion 20/44 on ANS Cybersecurity Capacity-Building Activities. In this context, the meeting was informed of the planned Cybersecurity Event scheduled for 2027 and urged States to actively participate in and contribute to the success of this event.

6.6 Furthermore, the meeting supported the MID-RASFG/5 Conclusion on the establishment of a regional multidisciplinary Aviation Cybersecurity Task Force. To avoid duplication of efforts and to optimize the use of States' resources, the meeting agreed to dissolve the ANS Cybersecurity Working Group (ACS WG) and agreed to the following Draft Decision:

DRAFT DECISION 15/13: DISSOLUTION OF ACS WG

That, in order to address Cybersecurity and Resilience through a multidisciplinary approach, ANS Cybersecurity Working group (ACS WG) is dissolved

6.7 The meeting recalled that the UAE developed and hosted ATM Data Cybersecurity Portal (ADCS Portal). MIDANPIRG/20 urged States, through Conclusion 20/45, to use the ADCS effectively, share their experience related to cybersecurity, through the ADCS Portal

6.8 The meeting noted that the ADCS Portal, established to facilitate the sharing of cybersecurity experiences and best practices, has not yet been utilized by States. The meeting further noted that concerns related to data confidentiality may limit broader participation. It was also emphasized that ANS cybersecurity requires specialized skills and competencies that differ from those associated with conventional IT cybersecurity.

REPORT ON AGENDA ITEM 7: MID AIR NAVIGATION PLAN AND REPORT

MID ANP Volume III - New Template

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

7.2 The meeting was informed that the MID ANP Volume III at ***Appendix 7A,*** developed based on the new Template, was presented to and slightly amended by the RANP/NANP TF/3 meeting (Cairo, 31 March – 2 April 2026) and RANP/NANP TF/4 meeting (Virtual, 27-28 April 2026).

7.3 The meeting was informed that the RANP/NANP TF/4 meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 4/1: MID AIR NAVIGATION PLAN VOL III – JUNE 2026

That, States provide the ICAO MID Office with their comments and inputs related to the new MID ANP Volume III-June 2026 at Appendix 2A, in particular the Regional Priorities and Regional Performance Objectives, by 20 May 2026, in order for the Secretariat to finalize the version that will be presented to MIDANPIRG/23 for endorsement.

7.4 The meeting was apprised of the format and content of the new MID ANP Vol III. It was highlighted that additional guidance was included regarding, inter-alia, the definition of Volume III, the application of Performance-Based Approach, and performance management process for planning and decision-making, and the National Air Navigation Plan (NANP).

7.5 It was highlighted that the PART II - *ANS PERFORMANCE FRAMEWORK* – of Vol III includes 3 main Sections, as follows:

1. **PERFORMANCE AMBITIONS AND GLOBAL PRIORITIES**
2. **REGIONAL PRIORITIES AND PERFORMANCE OBJECTIVES**
   - Regional Priorities
   - Regional Performance Objectives (Table ANS PF1)
3. **STATES RESPONSIBILITIES AND NATIONAL PLANNING**
   - States Priorities and Performance Objectives
   - Requirements for Performance Monitoring and Reporting
   - Reporting on ASBU implementation status (ICAO Global dashboard)
   - Reporting on the implementation of performance objectives (Table ANS PF2)
   - Measurement of and Reporting on Air Navigation System Performance using ICAO KPIs (Table ANS PF 3-1 and ANS PF 3-2)

7.6 As part of the Regional Priorities, the meeting noted in particular the following Priorities related to CNS:

- Modernize CNS infrastructure and ensure resilience
- Enable seamless and interoperable global operations
- Support System-Wide Information Management (SWIM) implementation

7.7 Based on the above, the meeting urged States to to review the MID ANP Volume III-June 2026 at ***Appendix 7A*****,** in particular the Regional Priorities and Regional Performance Objectives related to CNS, and provide the ICAO MID Office with their comments by **20 May 2026**, in order for the Secretariat to finalize the version that will be presented to MIDANPIRG/23 for endorsement.

7.8 The meeting agreed that the CNS SG/16 should provide further inputs related to the Regional Priorities and Performance Objectives related to CNS, in order to be included in the MID ANP Vol II.

7.9 The meeting was presented with the preliminary results of the MID Annual Report-2025 (status of the ASBU Elements Block 0, 1, and 2 related to CNS), which is being finalized by the Secretariat and will be presented to MIDANPIRG/23 for review and endorsement.

Air Navigation Deficiencies in the CNS Field

7.10 The subject was addressed in WP/20, presented by the Secretariat.

7.11 The meeting reviewed and updated the list of deficiencies in the CNS field as reflected in the MID Air Navigation Deficiency Database (MANDD) at: https://mandd.icao.int.

7.12 The meeting noted that the total number of CNS deficiencies is four (4); two (2) priority "A" and two (2) priority "B". Two (2) deficiencies are related to ATS Direct speech circuits, one (1) related to Inter-Regional Communication link with ICAO EUR/NAT Region, and one (1) for HF service.

7.13 The meeting reviewed the CNS related deficiencies and urged States to implement the provisions of the MIDANPIRG/22 Conclusion 22/33 and provide updates on the status of their deficiencies using MANDD.

REPORT ON AGENDA ITEM 8: FUTURE WORK PROGRAMME

8.1 The subject was addressed in WP/21, presented by the Secretariat.

8.2 The meeting reviewed the CNS Sub-Group Terms of Reference (ToR) and agreed to update the CNS Sub-Group ToR at ***Appendix 8A.***

8.3 Taking into consideration the planned ICAO MID Regional events, which are of relevance to the activity of the CNS Sub-Group, in particular the MIDANPIRG/24 meeting, MIDAMC Workshop, and meeting in Q1 2027, it was agreed to hold the eighth meeting of the Frequency Management Working Group (FM WG/8) back-to-back with the CNS SG/16 meeting in Q2 2027. The venue will be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

REPORT ON AGENDA ITEM 8: ANY OTHER BUSINESS

9.1 Nothing has been discussed under this Agenda Item.
