

AIR NAVIGATION REPORT

ICAO Middle East Region

2025



**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**





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EXECUTIVE SUMMARY

The MID Air Navigation Report (ANR) 2025 serves as a key monitoring and assessment tool for the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG), providing a comprehensive overview of the status of air navigation implementation across the MID Region during the reporting period from January to December 2025. Based on information provided by MID States, the Report assesses the implementation of relevant ICAO ASBU Block 0, Block 1 and Block 2 Elements, the development and maintenance of National Air Navigation Plans (NANPs), and the application of the Performance-Based Approach in support of regional air navigation planning and implementation.

The findings of the Report demonstrate the continued commitment of MID States to the implementation of air navigation improvements in support of the objectives of the ICAO Global Air Navigation Plan (GANP) and the Middle East Air Navigation Plan (MID ANP). The analysis indicates a generally positive trend in the implementation of ASBU Elements across the Region, although the level of implementation varies among States, FIRs and aerodromes, and across the different performance improvement areas.

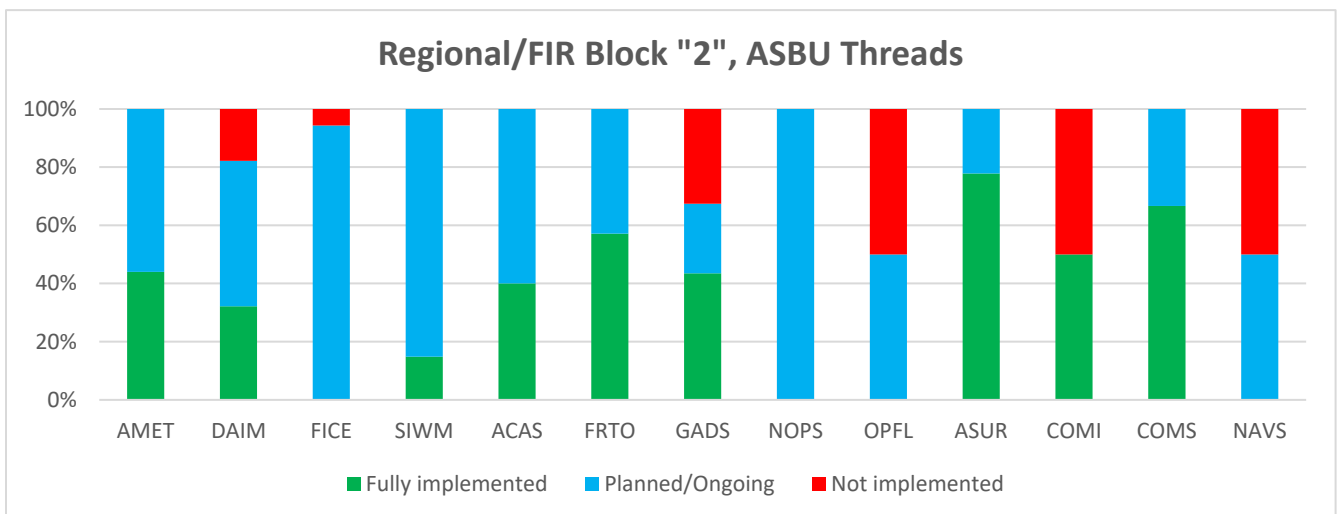
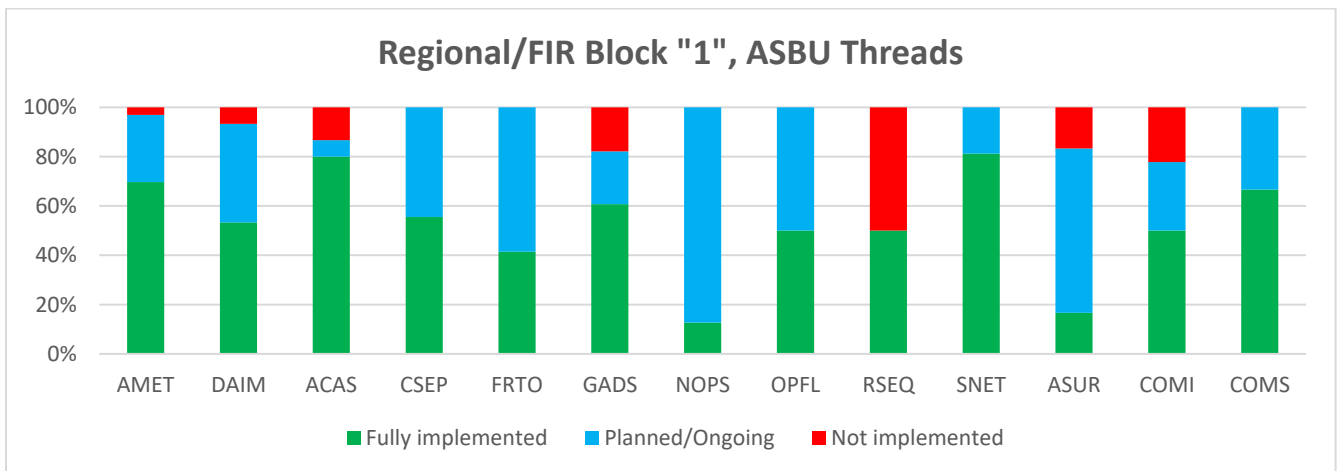
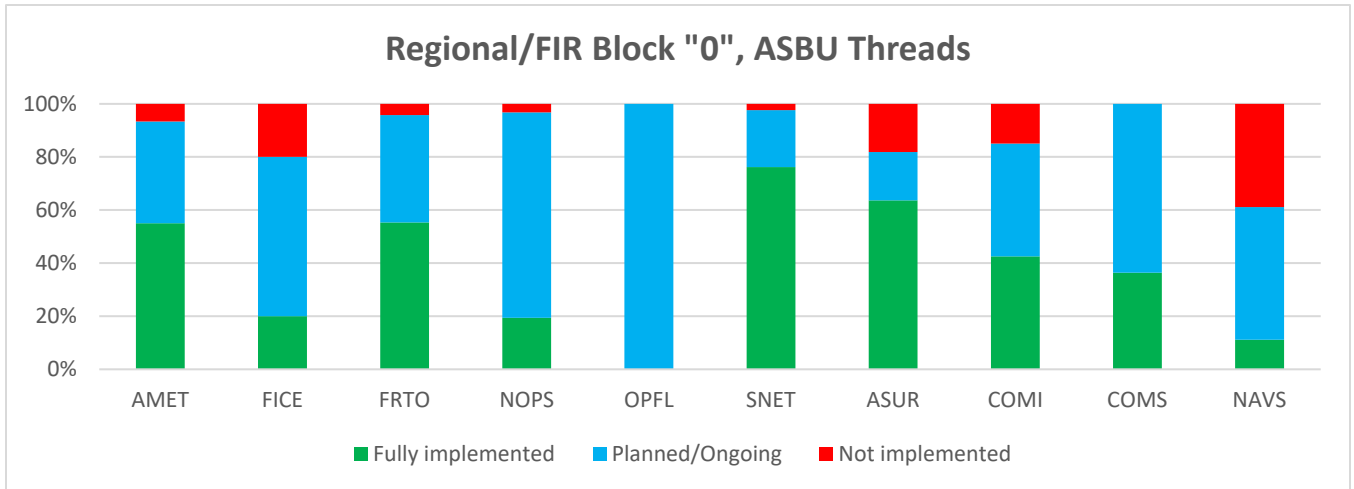
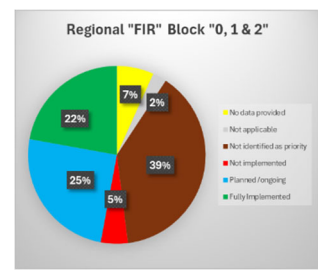
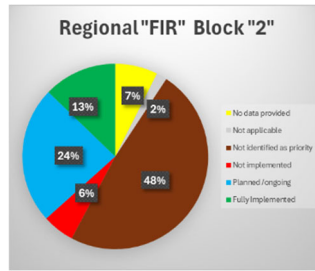
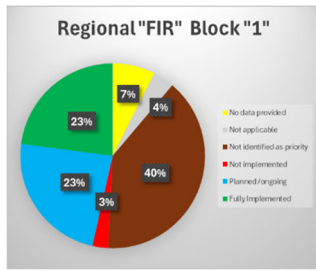
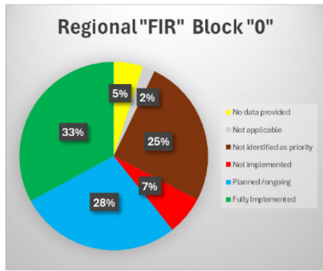
The Report further highlights encouraging progress in the application of the Performance-Based Approach, with an increasing number of States identifying operational needs, implementation priorities and performance improvement objectives. However, the overall level of maturity remains limited, and further efforts are required to fully implement performance-based planning processes, including the systematic measurement of air navigation performance using ICAO Key Performance Indicators (KPIs) and the assessment of benefits accrued from implemented operational improvements.

With regard to National Air Navigation Plans, the Report shows that their development across the MID Region remains at an early stage. While several States have developed or initiated the development of NANPs, the majority of States have yet to establish fully developed plans aligned with the GANP and the MID ANP. Continued support, coordination and capacity-building efforts will therefore be necessary to accelerate the adoption of performance-based planning practices and strengthen the alignment between national, regional and global air navigation planning frameworks.

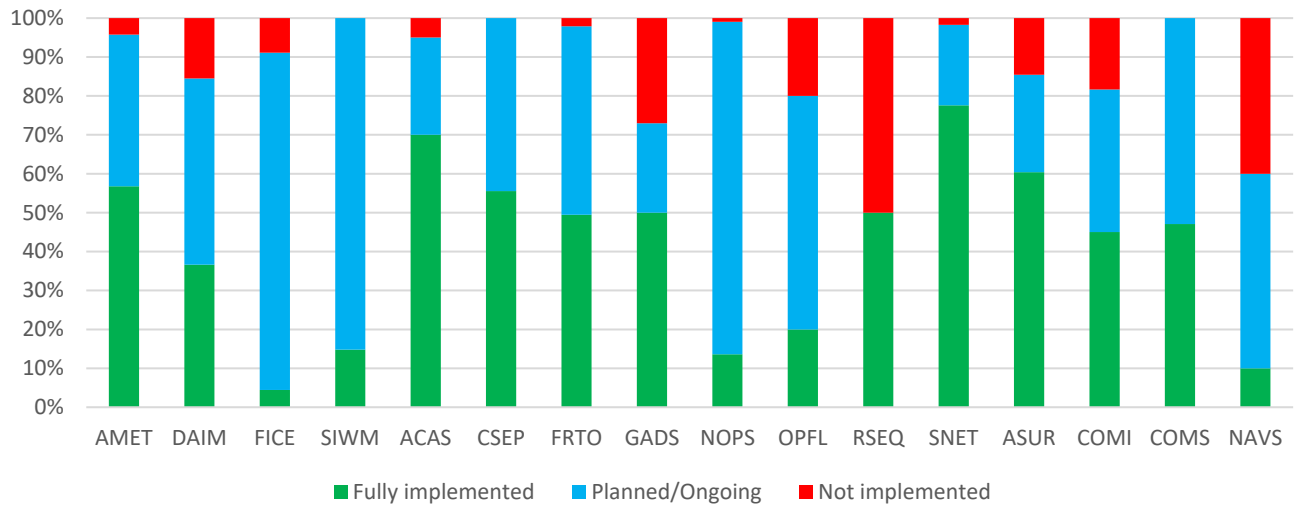
The results and analyses contained in this Report provide MIDANPIRG, States and aviation stakeholders with an evidence-based foundation for decision-making, prioritization of implementation activities, and the identification of areas where additional coordination, implementation support and investment may be required to further enhance the safety, capacity, efficiency, resilience and sustainability of the air navigation system within the MID Region.

Note: The statistics and graphical representations contained in this Report are intended primarily to illustrate implementation status and regional trends. While every reasonable effort has been made to verify the accuracy and consistency of the data presented in this Report, the statistics, percentages and graphical analyses are based on information available at the time of publication and minor discrepancies may exist; therefore, the results should be interpreted as indicative of the overall implementation status and trends.

The following pie charts provide an overview of the distribution of ASBU Elements from each Block across the various implementation status categories: Fully Implemented, Planned/Ongoing, Not Implemented, Not Identified as a Priority, Not Applicable, and No Data Provided. In contrast, the bar charts focus solely on ASBU Elements that are both applicable and identified as a priority, and present their implementation status by Thread, thereby facilitating a more meaningful assessment of implementation progress and performance across the different operational improvement areas. The analysis is provided at two distinct levels of granularity, namely the State/FIR level and the aerodrome level, as applicable.

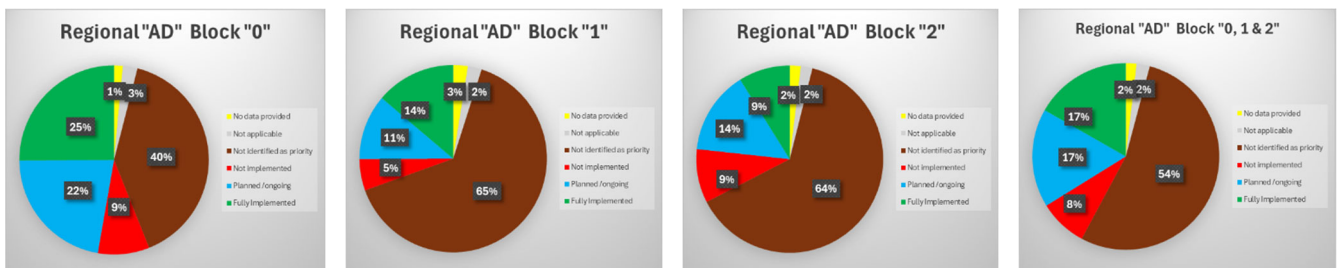


Regional/FIR Blocks "0, 1 & 2", ASBU Threads

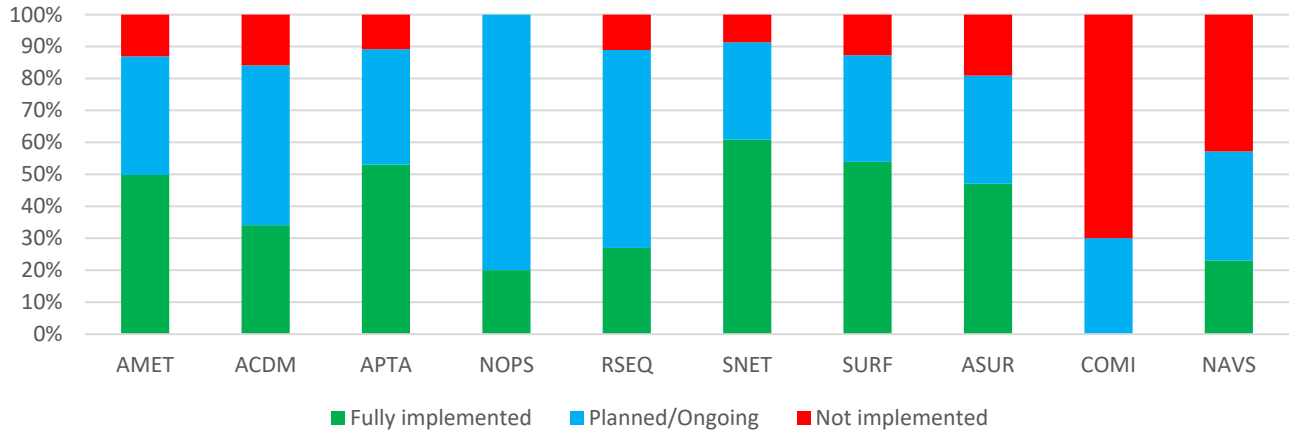


The above graphs indicate that a significant proportion (39%) of the ASBU Elements from Blocks 0, 1 and 2 relevant to States/FIRs have not been identified as a priority by MID States. This percentage increases progressively across the implementation Blocks, from 25% for Block 0 to 40% for Block 1 and 48% for Block 2, reflecting the fact that many of the more advanced operational improvements are either not yet required or do not currently provide sufficient operational benefits within the national context. Conversely, the proportion of ASBU Elements identified as a priority but not yet implemented remains relatively low at 5%. These Elements are primarily associated with ICAO Standards and Recommended Practices (SARPs) or specific regional requirements, highlighting the continued efforts of States to address mandatory implementation obligations.

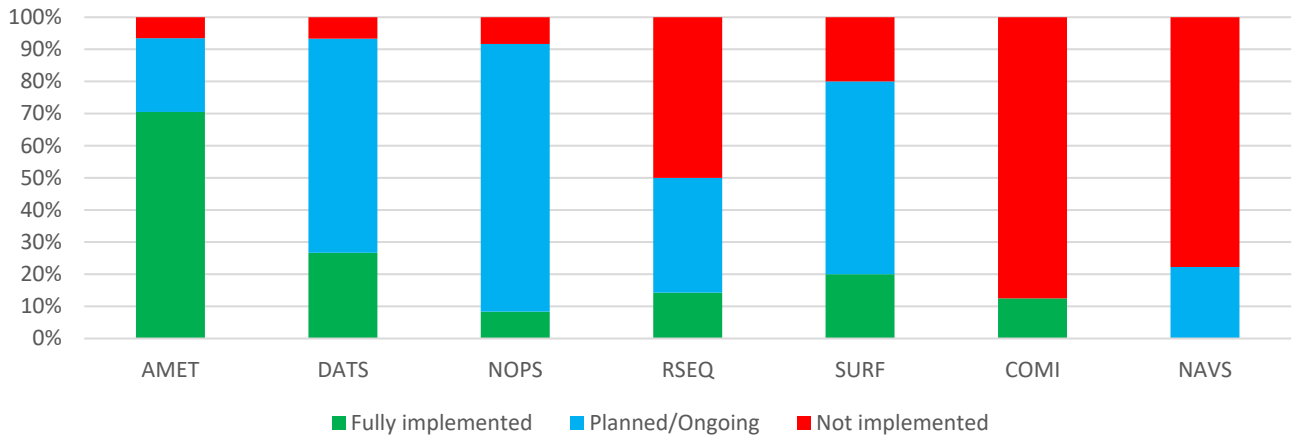
The bar charts, which depict the implementation status of ASBU Elements that are both applicable and identified as a priority, provide further insight into the level of implementation achieved across the different ASBU Threads. The analysis shows a generally high level of implementation in the AMET, ACAS, SNET and ASUR Threads, demonstrating substantial progress in these areas. Lower levels of implementation are observed in the FICE, SWIM, NOPS and OPFL Threads; however, State reports indicate that a significant number of related initiatives are currently in the planning or implementation phases. When both Fully Implemented and Planned/Ongoing activities are considered together, the results suggest a positive implementation outlook and indicate the potential for a substantial increase in the overall level of implementation across the Region in the coming years.



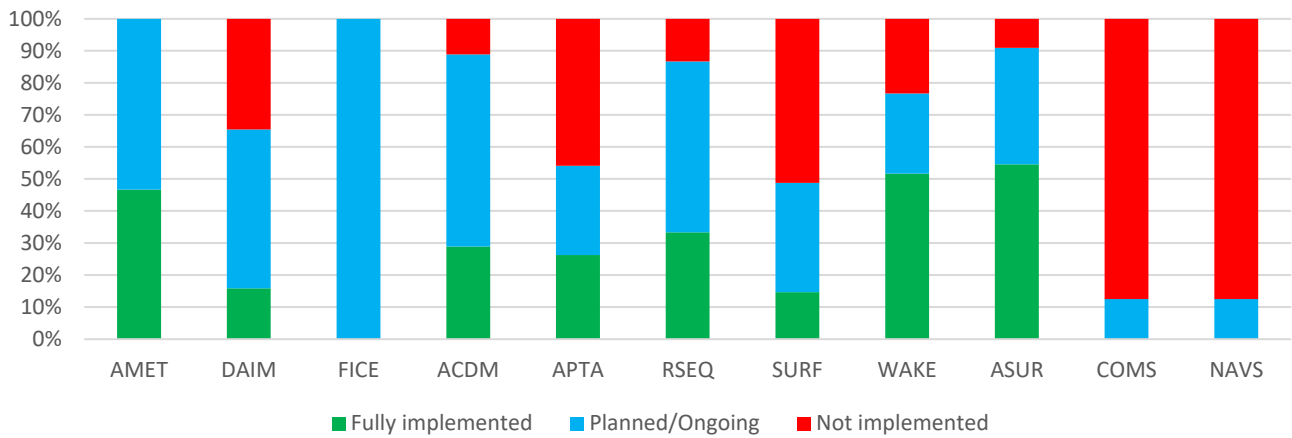
Regional/AD Block "0", ASBU Threads



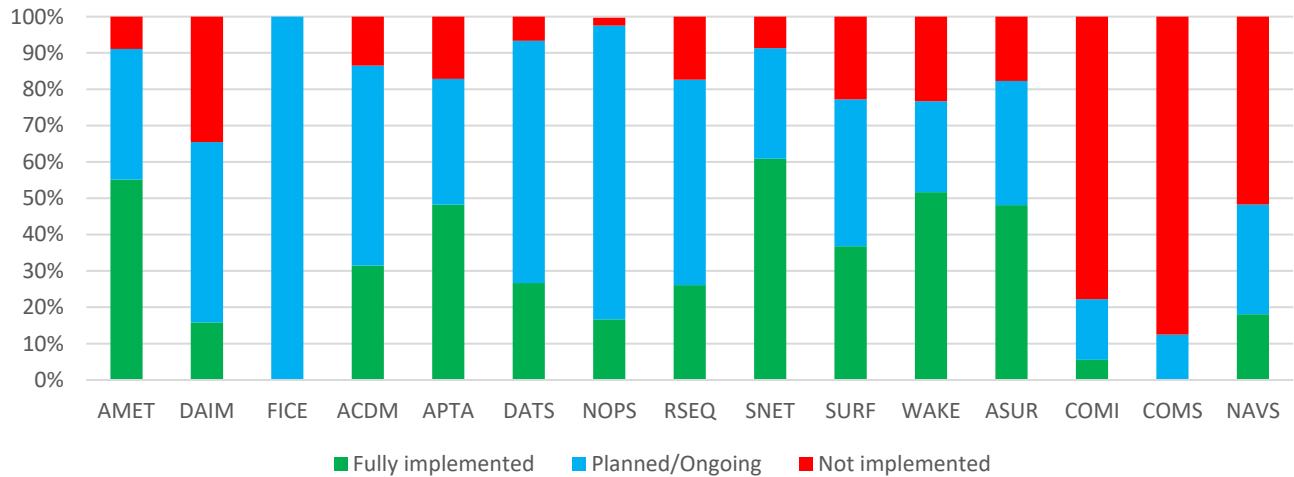
Regional/AD Block "1", ASBU Threads



Regional/AD Block "2", ASBU Threads



Regional/AD Blocks "0,1 & 2", ASBU Threads

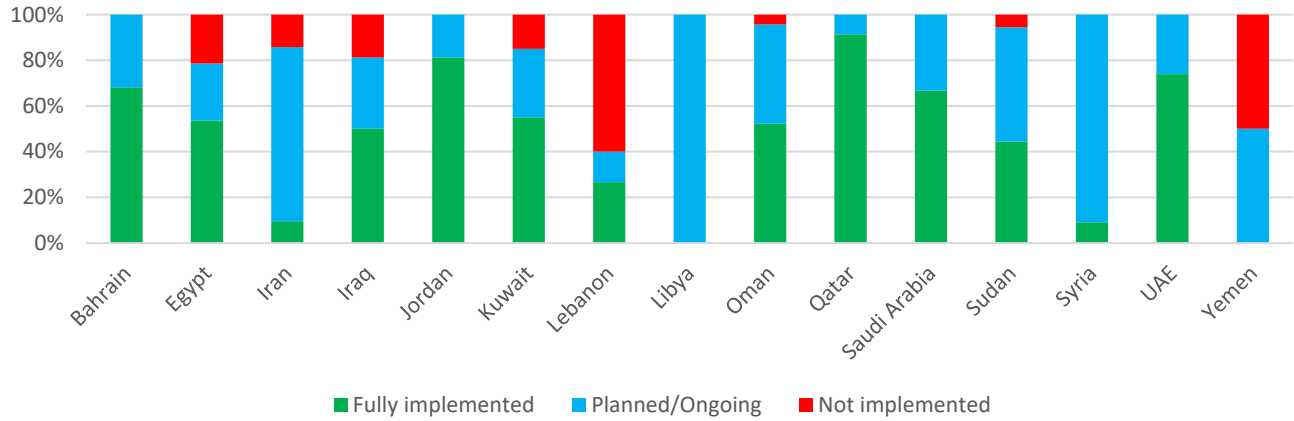


With regard to the implementation of ASBU Elements relevant to aerodromes and terminal manoeuvring areas (TMAs), and similar to the State/FIR level of granularity, the above graphs indicate that a significant proportion (54%) of ASBU Elements from Blocks 0, 1 and 2 have not been identified as a priority by the relevant international aerodromes. This proportion increases progressively across the implementation Blocks, from 40% for Block 0 to 65% for Block 1 and 64% for Block 2, reflecting that many of the more advanced operational improvements are either not yet required or do not currently provide sufficient operational benefit within the local aerodrome context. Conversely, the proportion of ASBU Elements identified as a priority but not yet implemented remains relatively low at 8%. These Elements are primarily associated with ICAO Standards and Recommended Practices (SARPs) or specific regional requirements.

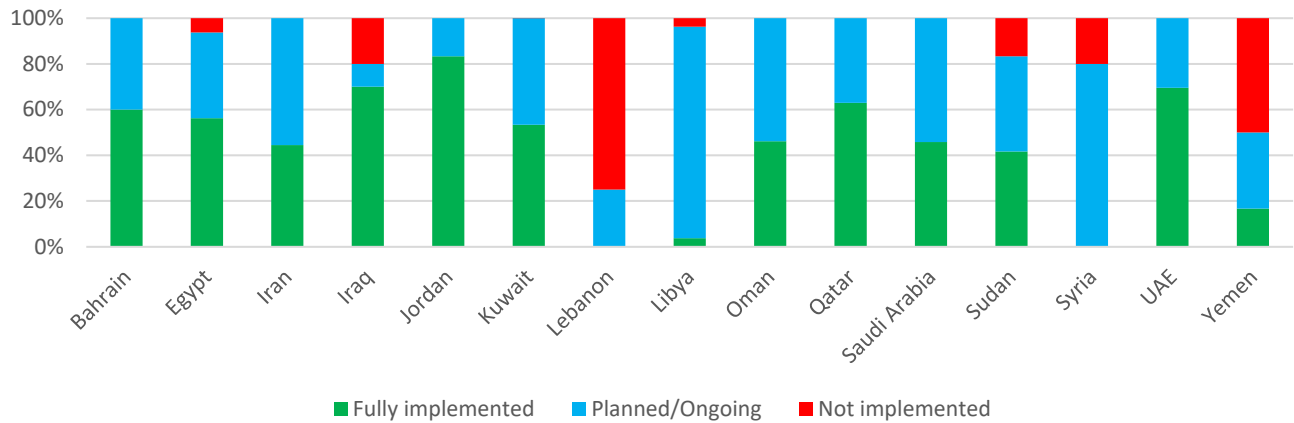
The bar charts, which depict the implementation status of ASBU Elements that are both applicable and identified as a priority for the relevant international aerodromes, provide further insight into the level of implementation achieved across the different ASBU Threads. The analysis indicates a satisfactory level of implementation in the AMET, SNET and WAKE Threads. Lower levels of implementation are observed in the DAIM, NOPS, COMI, COMS and NAVS Threads; however, with the exception of COMI and COMS, State reports indicate that a significant number of related initiatives are currently in the planning or implementation phases. When both Fully Implemented and Planned/Ongoing activities are considered together, the results suggest a positive implementation outlook and point to the potential for a substantial increase in the overall level of implementation across the Region in the coming years.

The following bar charts present the ASBU implementation status for elements that are both applicable and identified as a priority by Block, across the two levels of granularity, namely State/FIR and Aerodromes/TMAs.

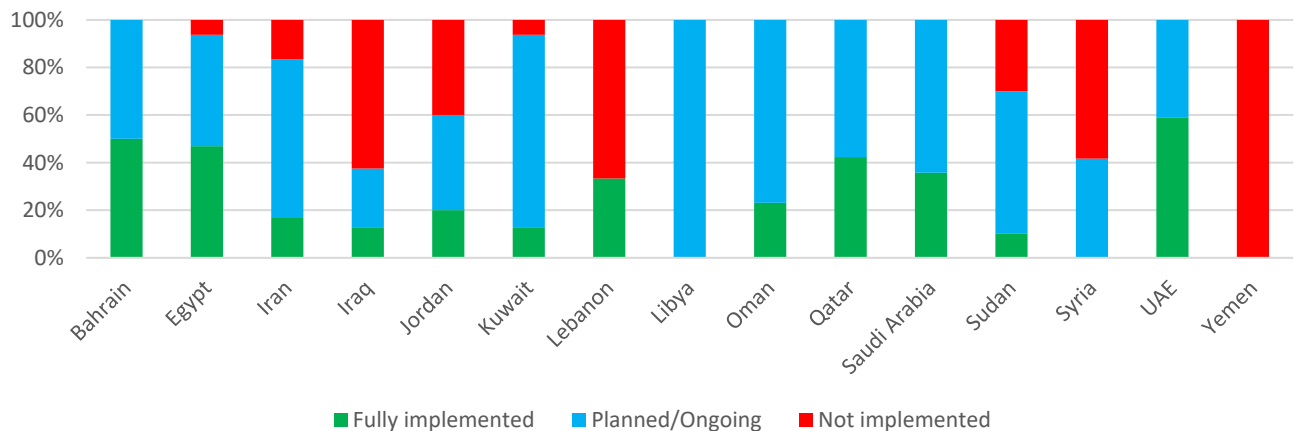
State/FIR Blocks "0", ASBU Elements, implementation status



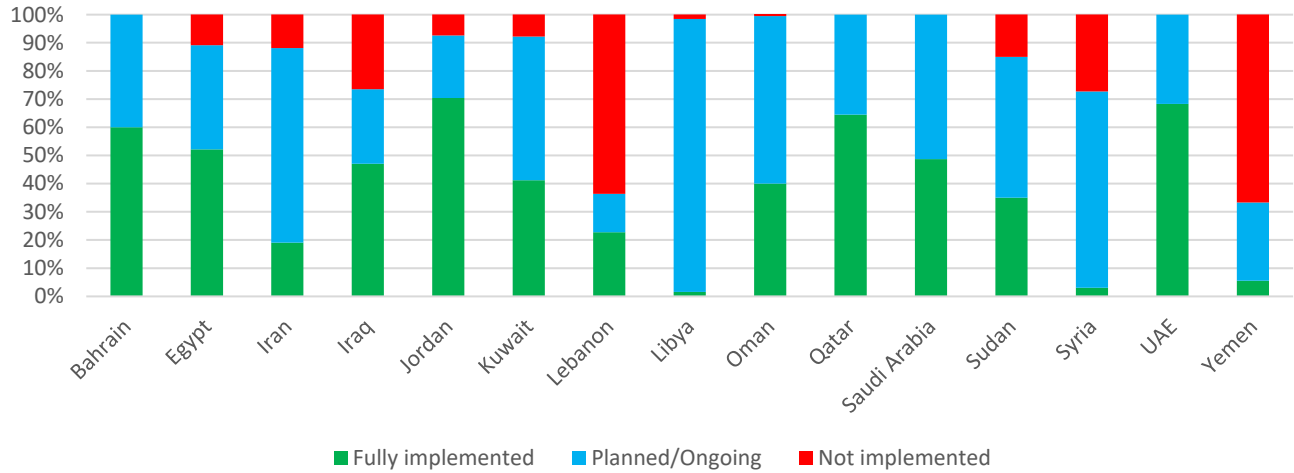
State/FIR Blocks "1", ASBU Elements, implementation status



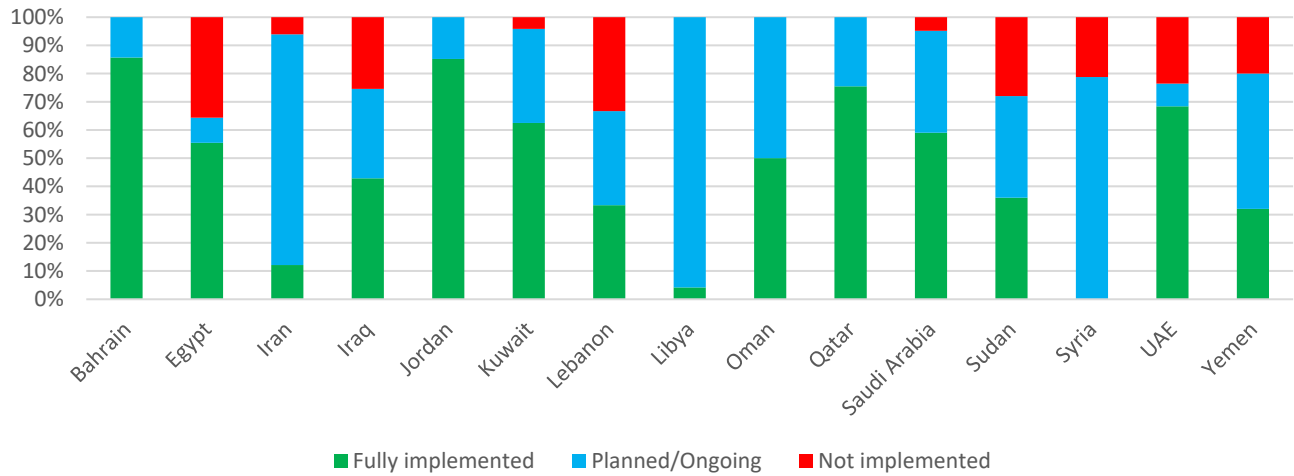
State/FIR Blocks "2", ASBU Elements, implementation status



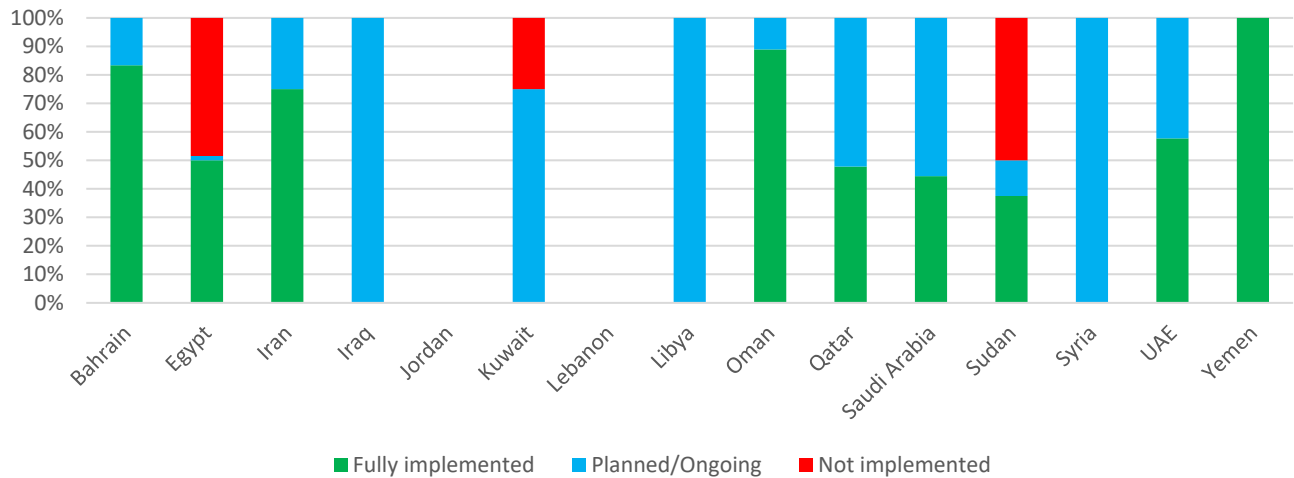
State/FIR Blocks "0, 1 & 2", ASBU Elements, implemetaion status

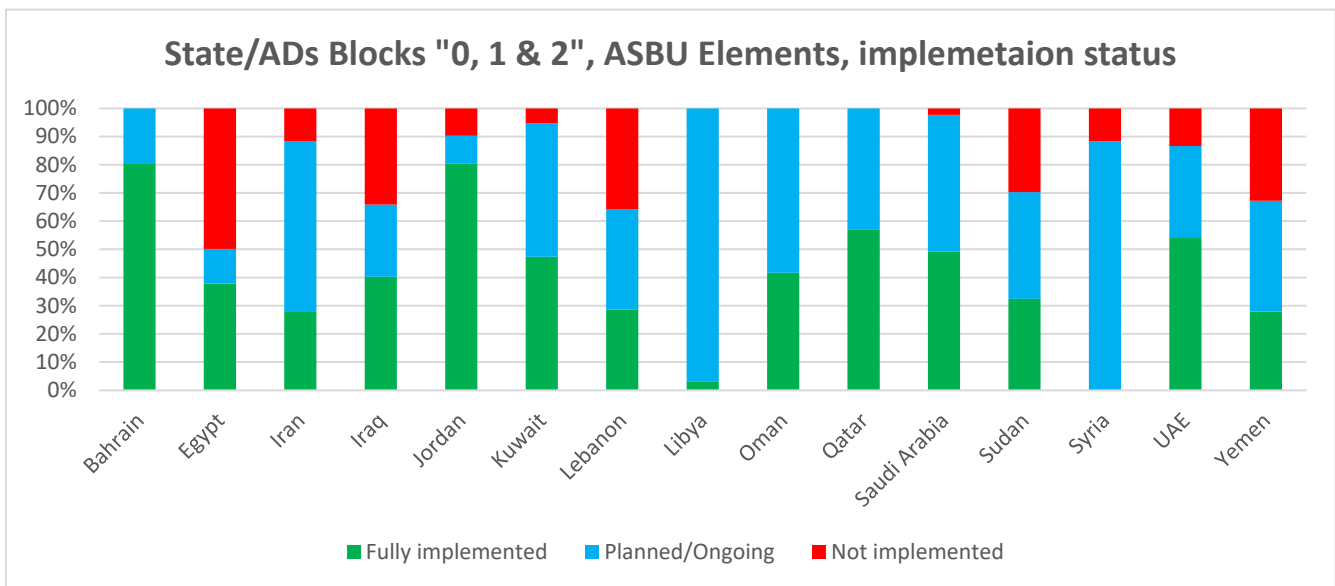
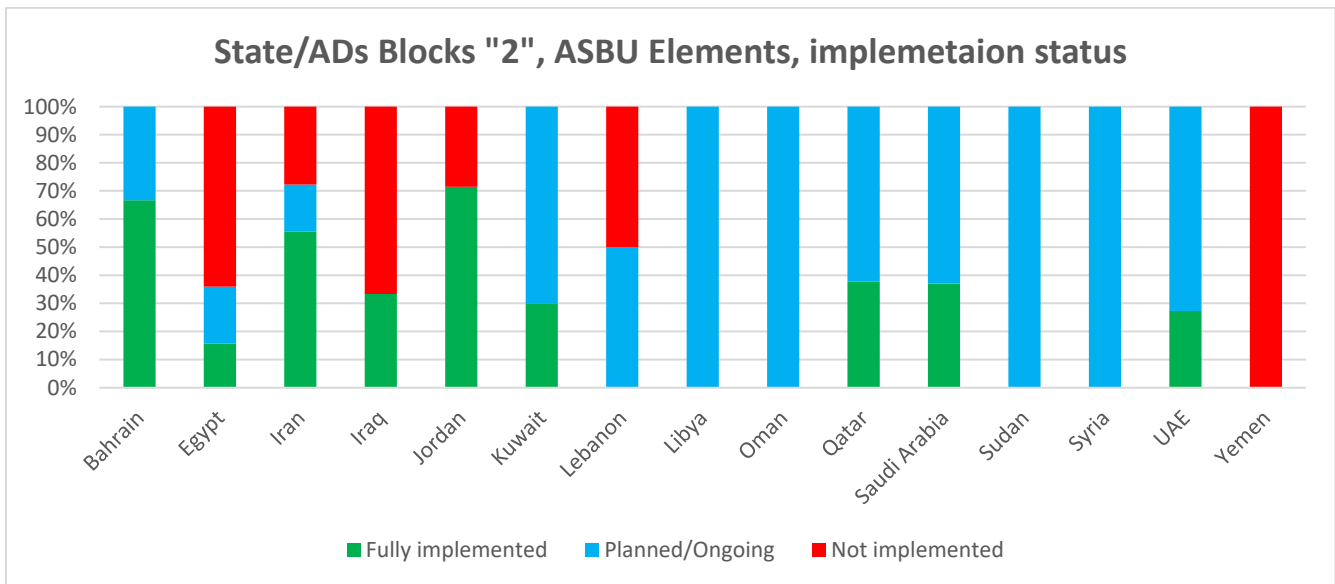


State/ADs Blocks "0", ASBU Elements, implemetaion status



State/ADs Blocks "1", ASBU Elements, implemetaion status





The above bar charts provide an overview of the status of ASBU implementation across MID States for Blocks 0, 1 and 2, assessed at both levels of granularity: State/FIR and Aerodrome/TMA. The results indicate that the implementation of Block 0 Elements is generally well advanced across the Region, while significant progress has also been achieved for many Block 1 elements. In contrast, the implementation of Block 2 elements remains at an early stage in most States, reflecting the longer-term nature and increased complexity of these improvements. A number of States, notably Bahrain, Jordan, Qatar and UAE, have demonstrated substantial progress in implementing ASBU elements and continue to advance toward higher levels of operational maturity. Conversely, Iraq, Lebanon, Libya, Sudan, Syria and Yemen still face significant challenges and require sustained efforts and support to implement the ASBU elements identified as a priority. Continued regional cooperation, targeted implementation support and capacity-building initiatives will be essential to accelerate progress and reduce implementation disparities across the Region.

1. INTRODUCTION

1.1 Background

Aviation remains a key driver of economic growth, social development, and regional integration, enabling the efficient movement of people and goods while supporting trade, tourism, and connectivity. As global and regional air traffic continue to grow, the aviation sector faces increasing demands to enhance capacity, efficiency, safety, resilience, and environmental sustainability. At the same time, the emergence of new technologies, innovative business models, digitalization, automation, and evolving operational concepts presents both challenges and opportunities for the transformation of the air navigation system.

The evolution of the air navigation system is an ongoing process that requires continuous performance-based improvements to ensure that air navigation services and infrastructure respond effectively to changing operational requirements and stakeholder expectations. Achieving this objective requires coordinated action at the global, regional, and national levels, guided by ICAO policies, Standards and Recommended Practices (SARPs), and planning frameworks.

Within the ICAO Middle East (MID) Region, the modernization and development of air navigation infrastructure and services remain essential to accommodate growing traffic demand, support seamless regional and interregional operations, and enable the implementation of emerging aviation technologies and concepts. This transformation requires sustained commitment from States, international organizations, air navigation service providers, airports, airspace users, and other aviation stakeholders, supported by appropriate investments and effective regional cooperation mechanisms.

The ICAO Global Air Navigation Plan (GANP) provides the global strategic framework for the evolution of the air navigation system through the Aviation System Block Upgrade (ASBU) methodology. While the GANP adopts a worldwide perspective, it does not imply that all ASBU Elements should be implemented by every State or Region. Many Block Upgrade Elements are designed to address specific operational needs and should be implemented only where the corresponding requirements exist and where tangible operational benefits can be realized. The flexibility inherent in the ASBU methodology enables States and Regions to select and prioritize those Elements that best respond to their operational environments and development objectives. Using the GANP as a reference, regional and national planners identify the operational improvements required to enhance the performance of the air navigation system. Although the ASBU framework does not prescribe when or where a particular Element should be implemented, harmonized and coordinated implementation remains essential to support seamless operations and interoperability across regions.

The following Table provides the numbers of ASBU Threads and Elements by Block (0, 1 & 2).

ASBU Threads			
Block 0	Block 1	Block 2	Blocks 0, 1 & 2
14	17	18	21
ASBU Elements			
51	44	53	148

The MID Air Navigation Report (ANR) 2025 has been developed to support the monitoring of air navigation implementation activities within the ICAO Middle East (MID) Region. The Report provides information on the status of implementation of the relevant ICAO ASBU Block 0, Block 1 and Block 2 Elements during the reporting period from January to December 2025, as well as the status of development and maintenance of National Air

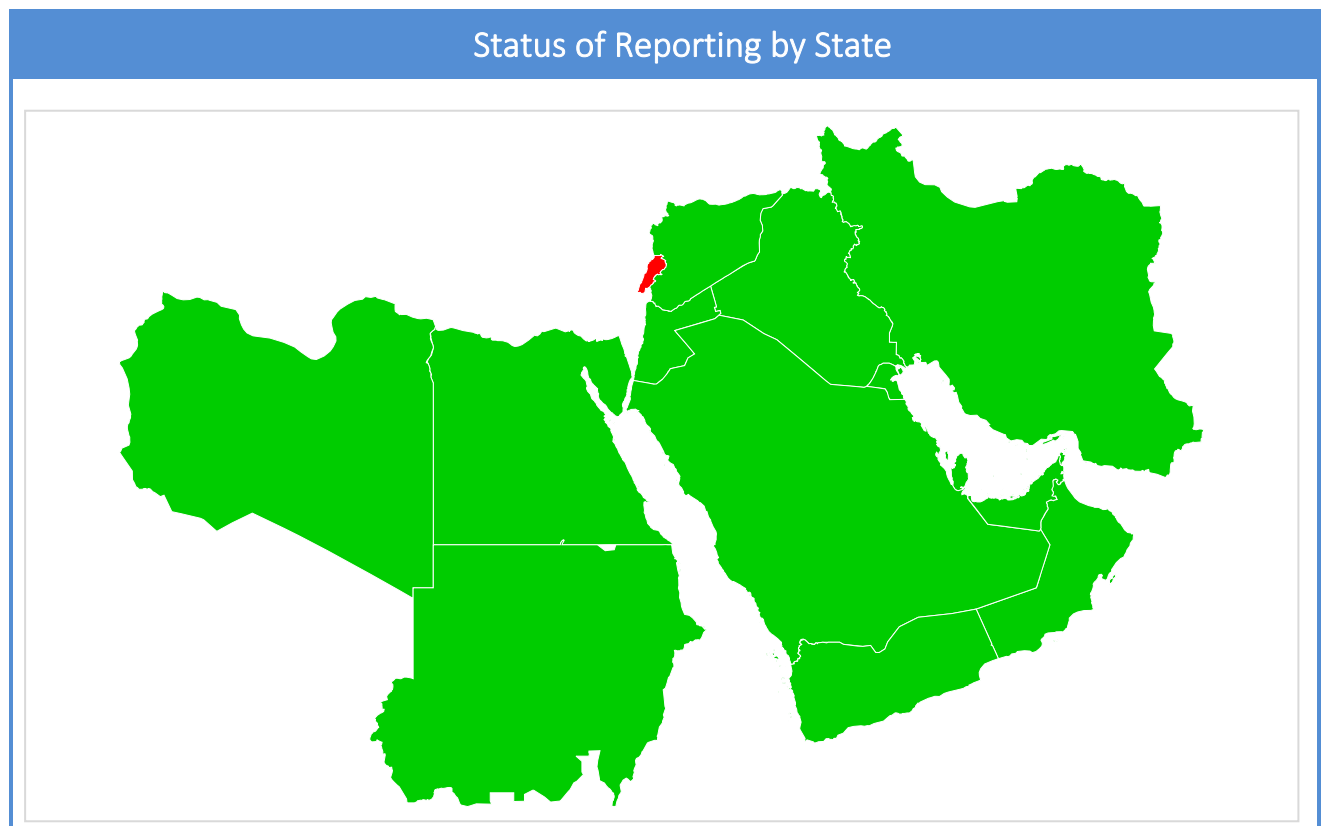
Navigation Plans (NANPs) by MID States. In addition, the Report includes selected State success stories and best practices, providing examples of initiatives that contribute to the advancement of the air navigation system and the achievement of regional and global air navigation objectives.

1.2 Collection of Data

The Twenty Second Meeting of the Middle East Planning and Implementation Regional Group (MIDANPIRG/22), held in Doha, Qatar, 4 – 8 May 2025, through Conclusion 22/4, requested States to provide the ICAO MID Office with required data for the development of the MID Air Navigation Report – 2025. As a follow-up action, the ICAO MID Office issued State Letters to the 15 MID States on 19 February 2026 requesting the following:

- a) update on the status of implementation of ASBU Threads/Elements Block 0, 1 and 2;
- b) progress achieved in the development of National Air Navigation Plan (NANP) and modernization of Air Navigation System; and
- c) State’s major achievement(s)/success story(ies) in the air navigation field in 2025.

The status of reporting by States is shown in the following map. The preparation of this Report benefited from the strong cooperation and commitment of MID States, with 14 out of 15 States providing the requested information. This high reporting rate reflects the continued engagement of States in supporting regional monitoring and implementation activities. The data collection and validation process involved close coordination and numerous exchanges with States to ensure the completeness, accuracy and consistency of the information used in the Report.





2. STATUS AND PROGRESS OF ASBU IMPLEMENTATION

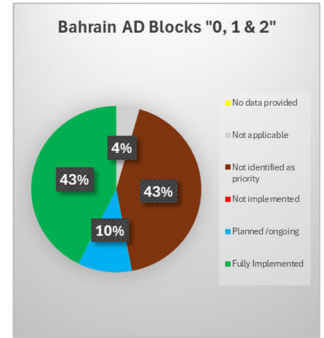
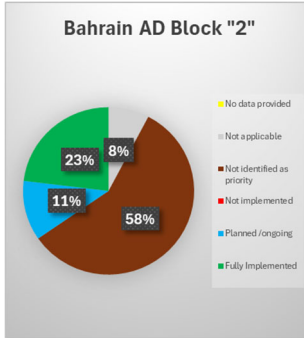
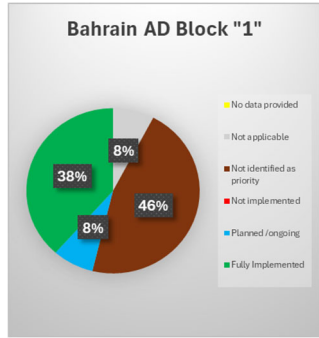
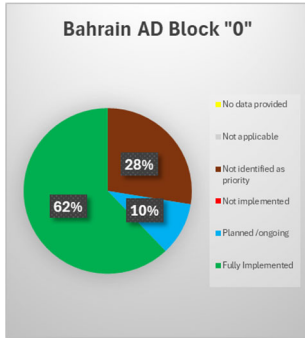
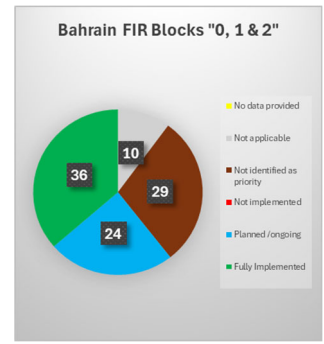
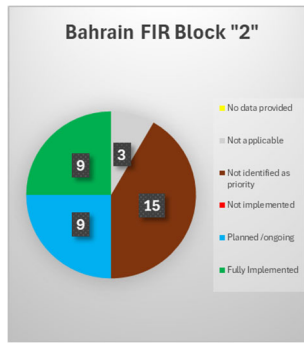
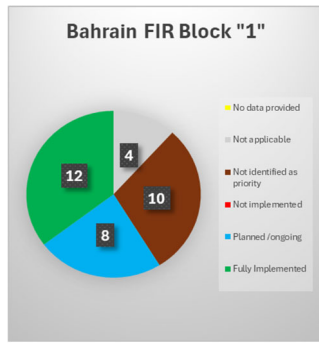
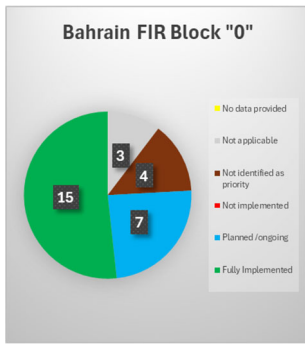
For the purpose of the MID ANR 2025, the implementation status of ASBU Elements is not assessed exclusively at the State level. In recognition of the operational nature of many ASBU Elements and the varying levels of implementation within a State, the assessment is conducted at a more detailed level of granularity, namely the State/FIR and Aerodrome levels, as applicable. The use of this finer level of granularity provides a more representative and operationally meaningful assessment of implementation progress, enabling a more accurate representation of implementation progress across the MID Region by capturing differences in operational environments, infrastructure deployment, and service provision within individual States. It also supports a more precise identification of implementation gaps, priorities, and opportunities for further performance improvements.

The first part of this Section provides an overview of the implementation status of the ASBU Elements from Blocks 0, 1, and 2, at the national level, as reported by MID States and, where applicable, at the FIR and aerodrome levels. The second part presents a consolidated regional assessment highlighting the overall status of implementation of these Elements across the MID Region and providing a regional perspective on implementation progress and remaining gaps.

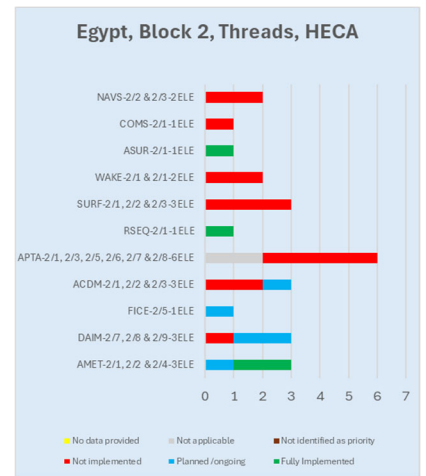
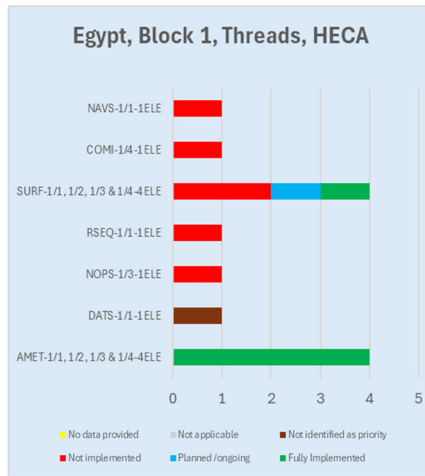
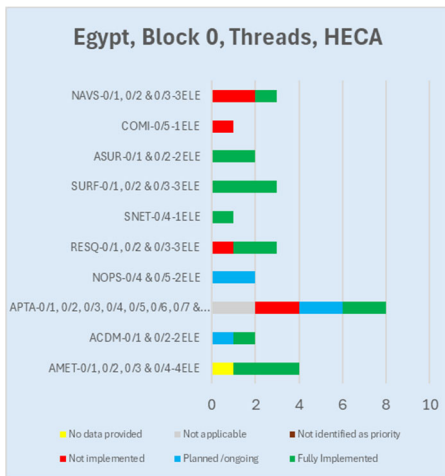
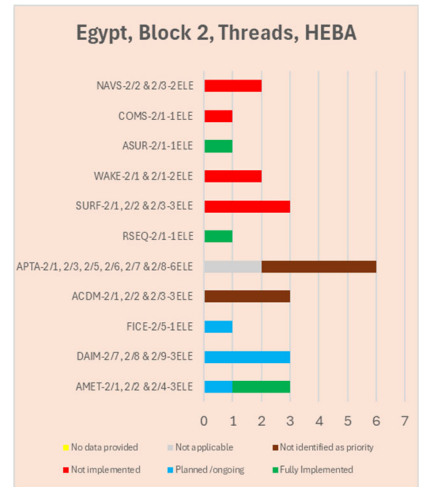
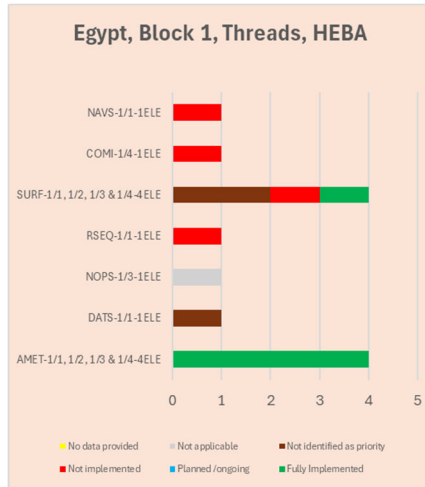
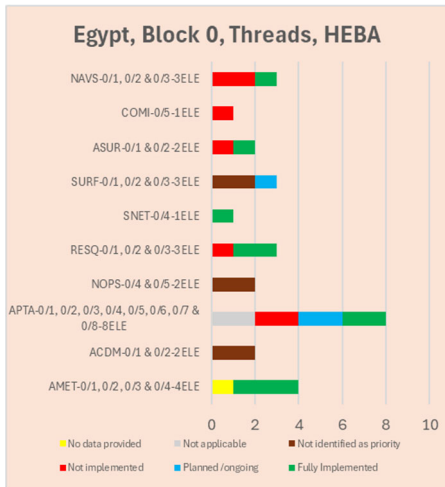
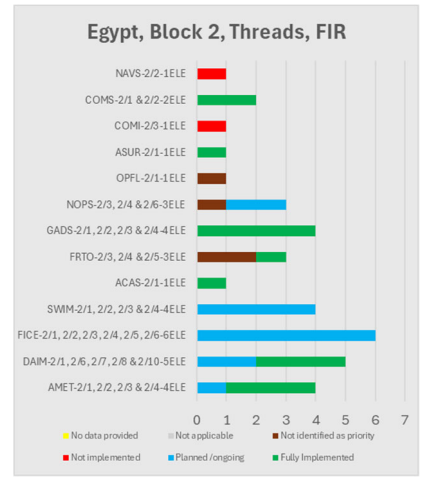
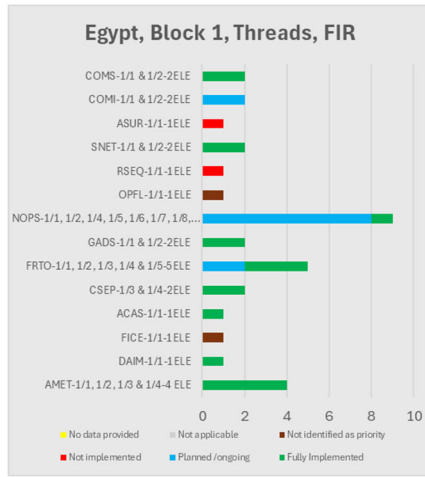
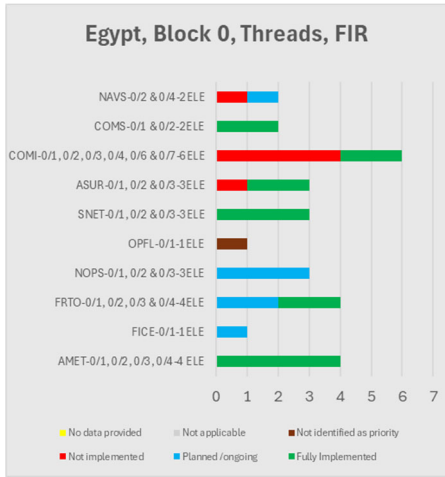
2.1 ASBU Implementation Status at National Level

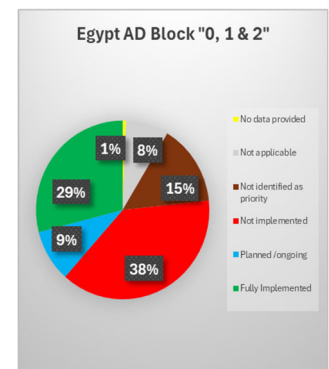
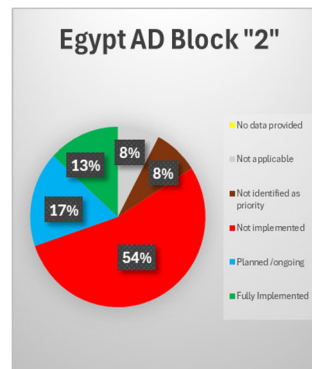
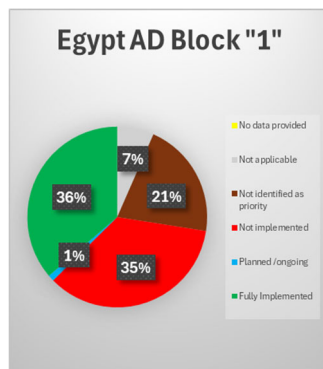
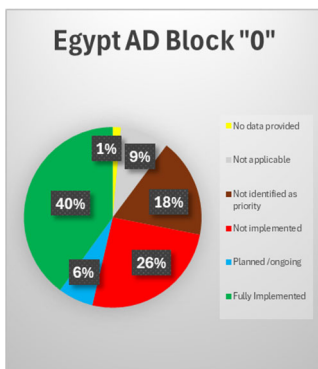
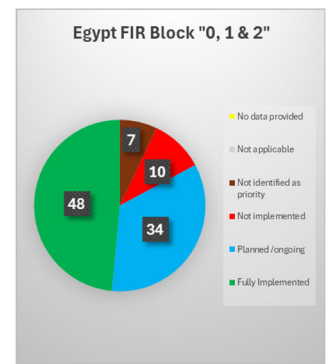
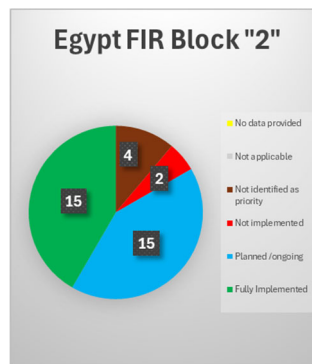
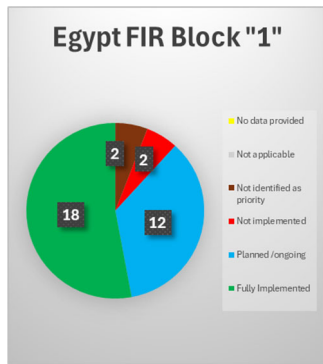
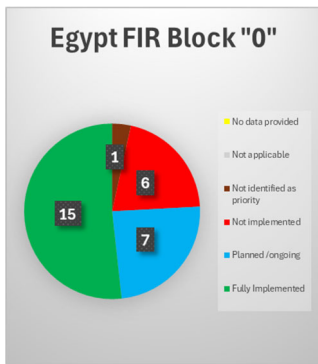
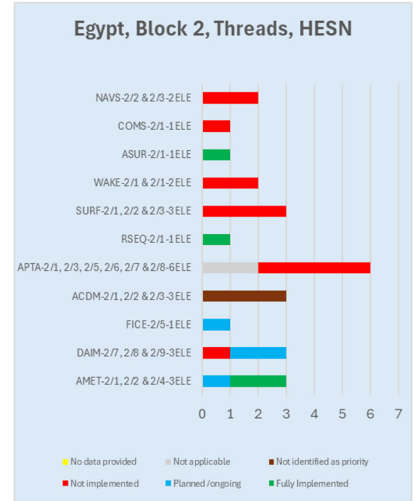
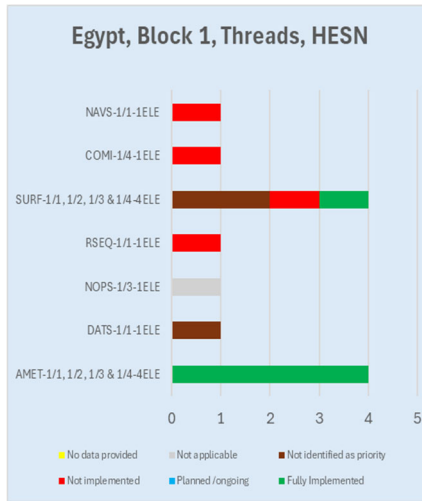
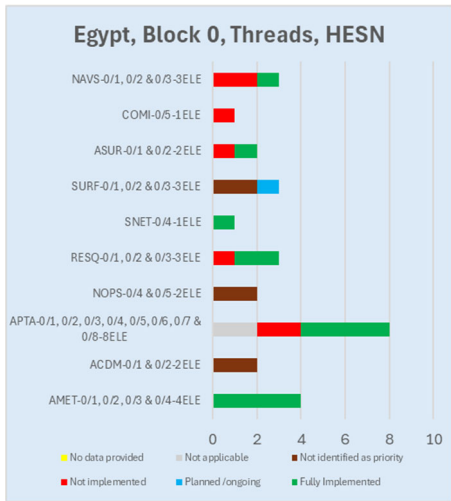
2.1.1 Bahrain



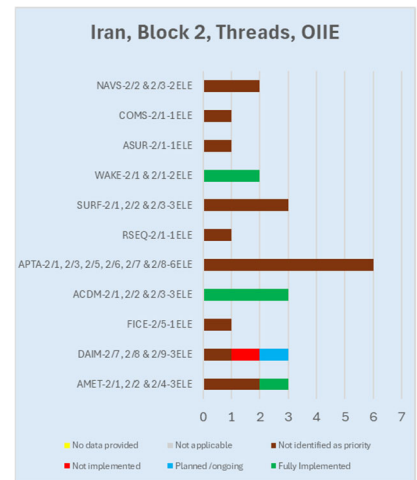
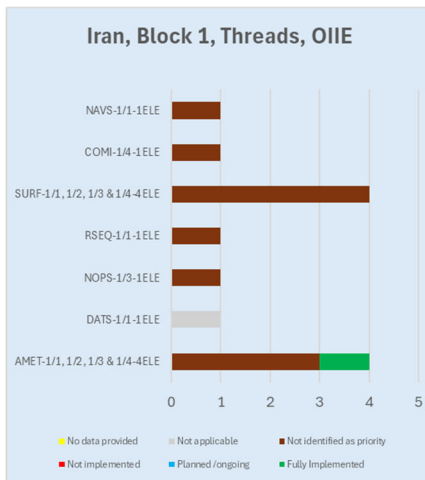
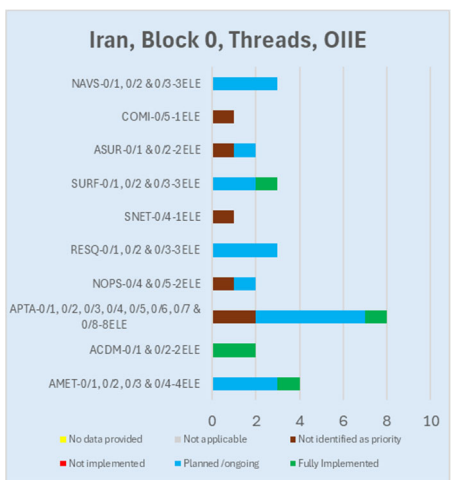
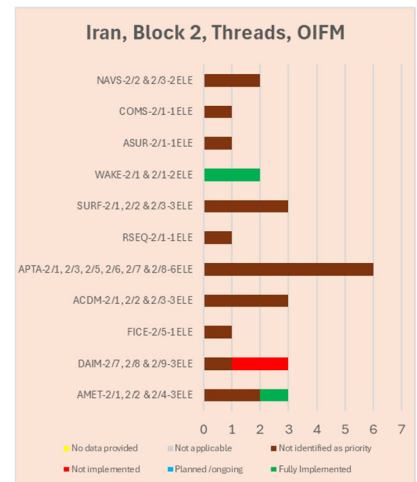
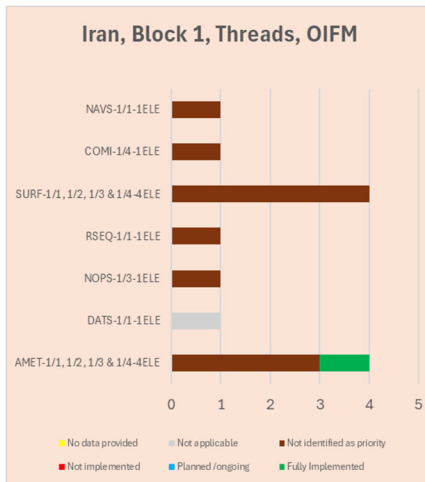
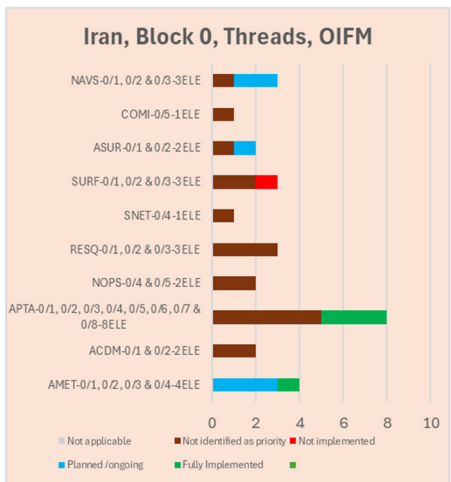
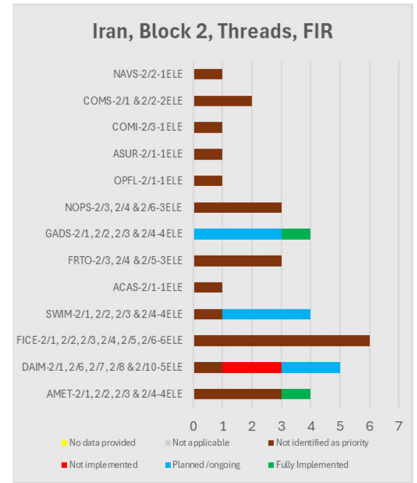
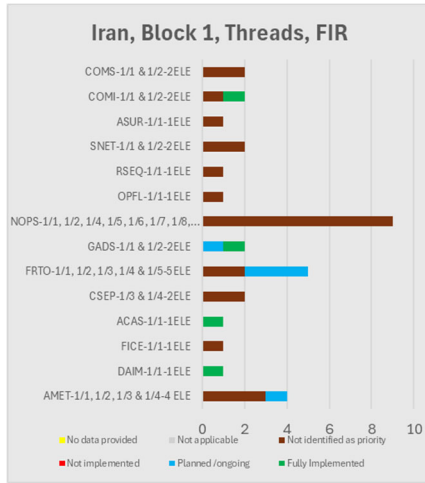
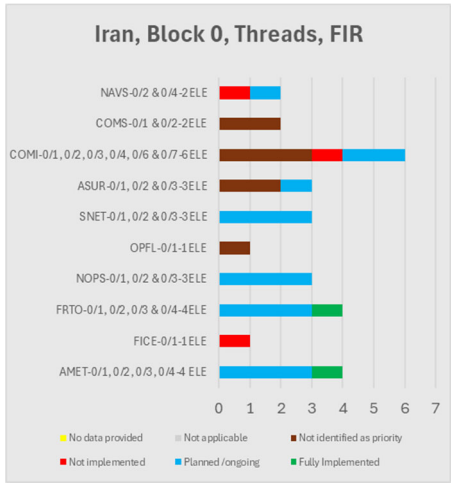


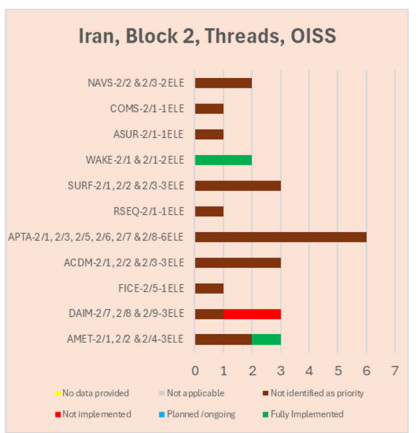
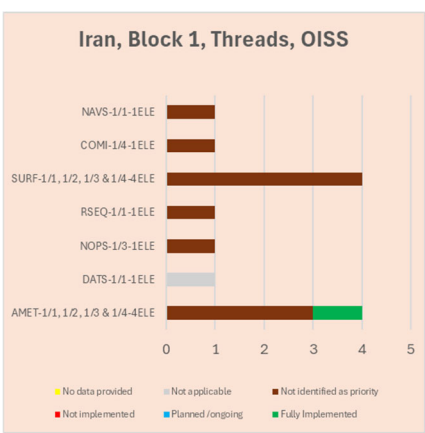
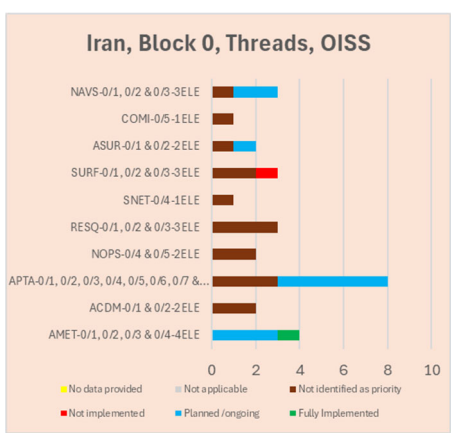
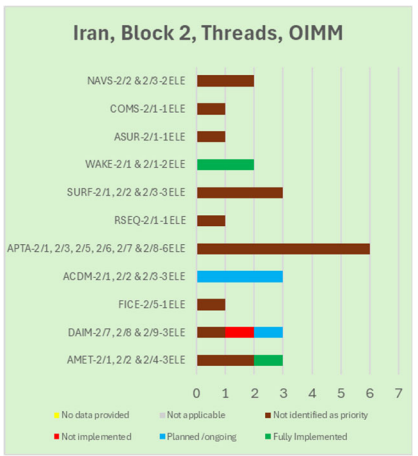
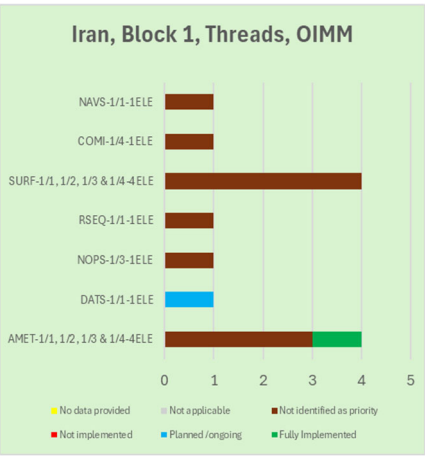
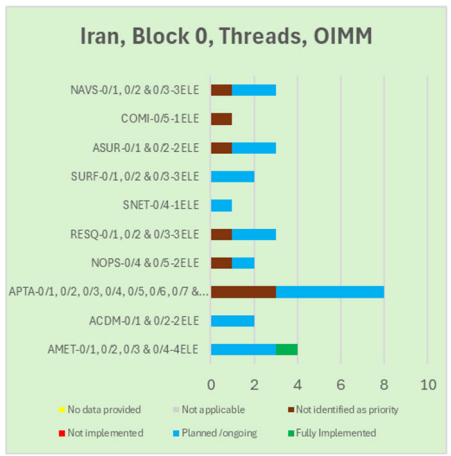
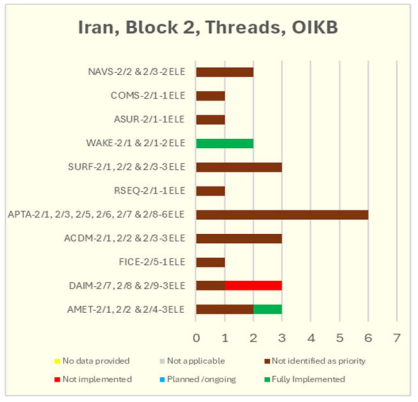
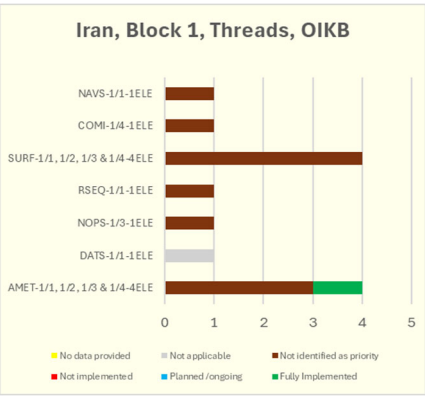
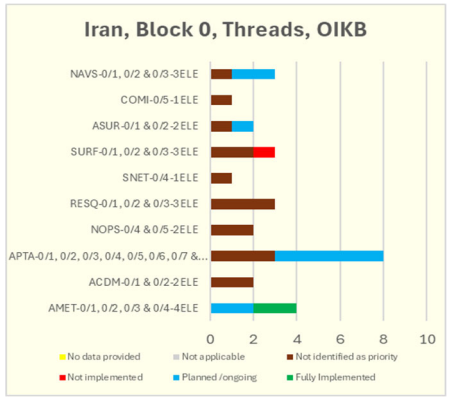
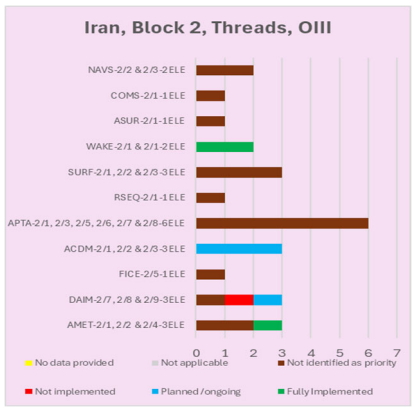
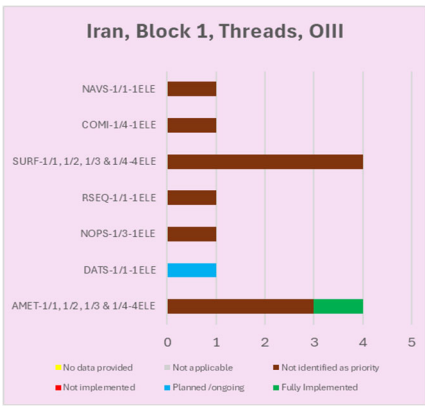
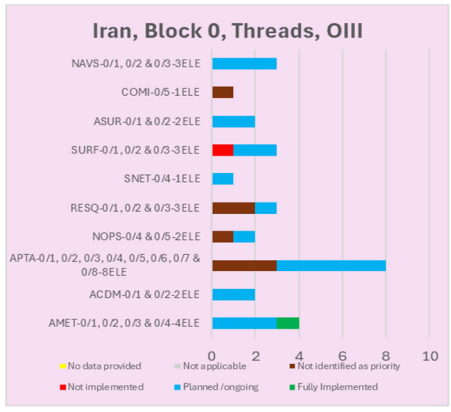
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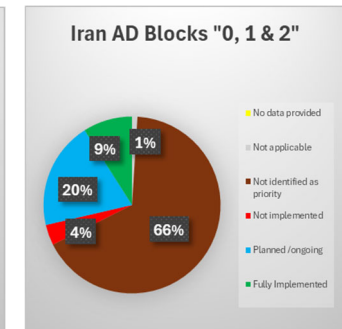
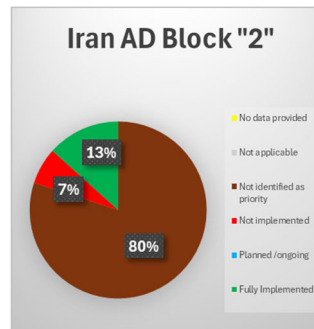
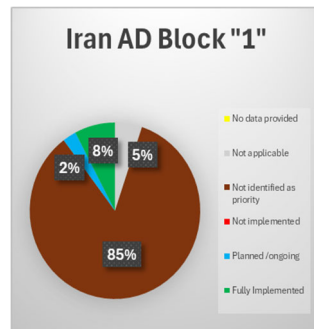
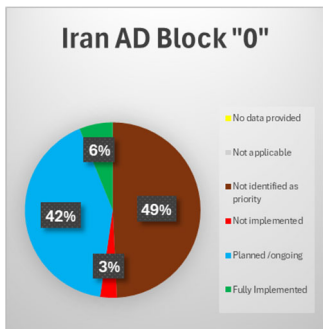
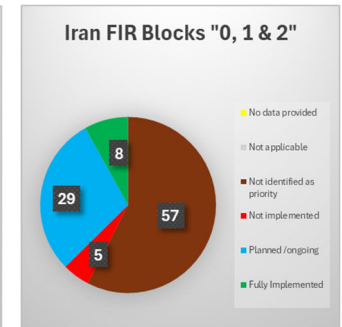
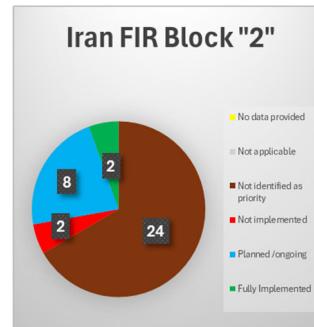
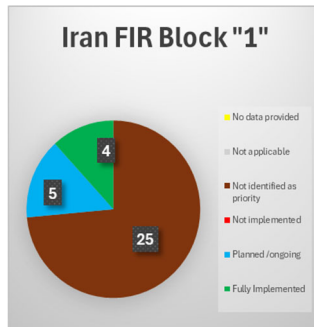
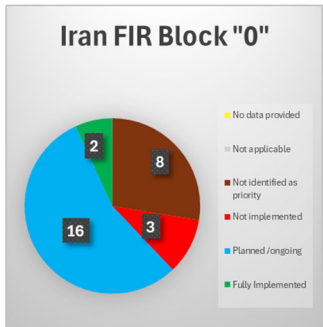
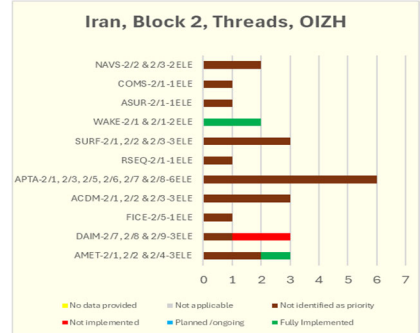
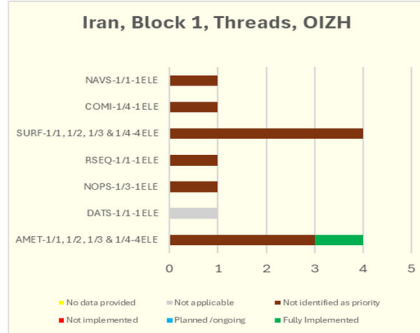
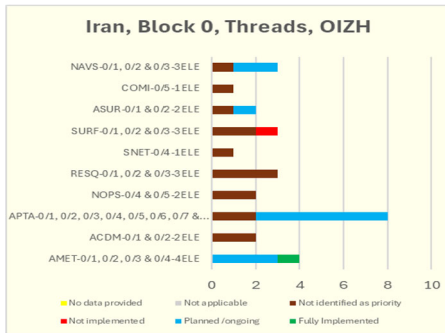
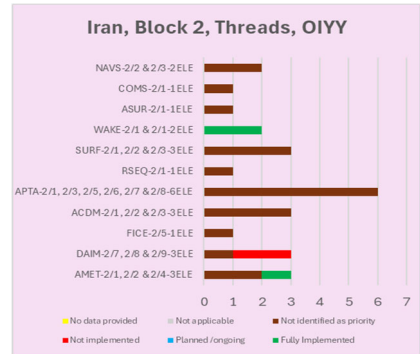
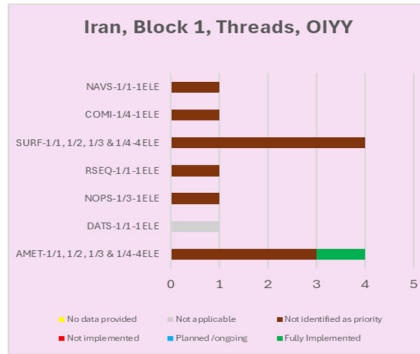
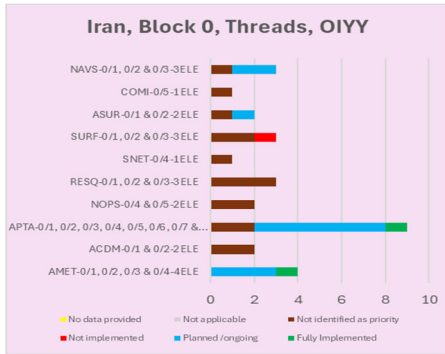
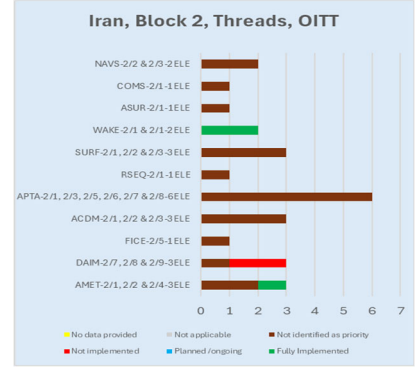
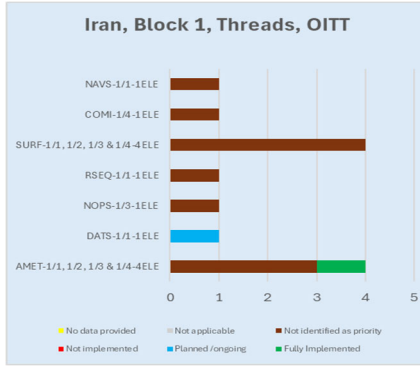
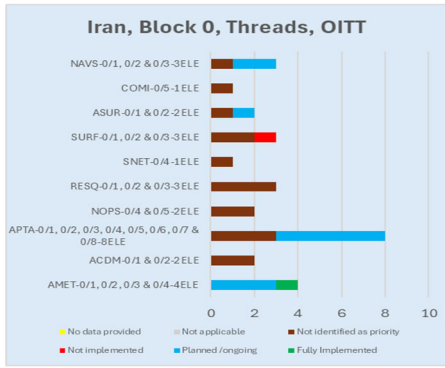




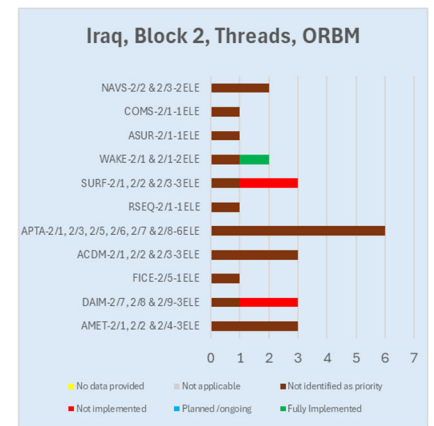
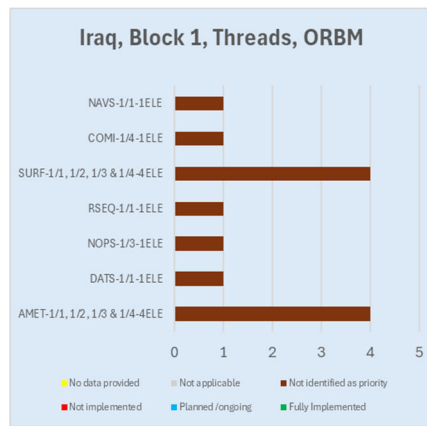
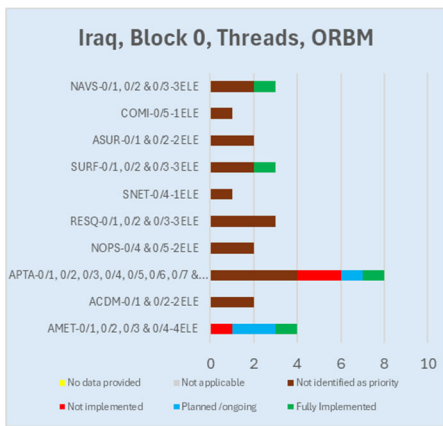
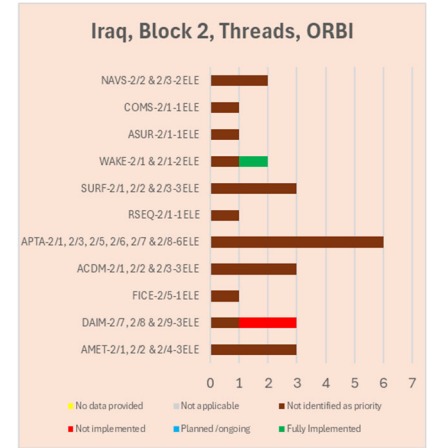
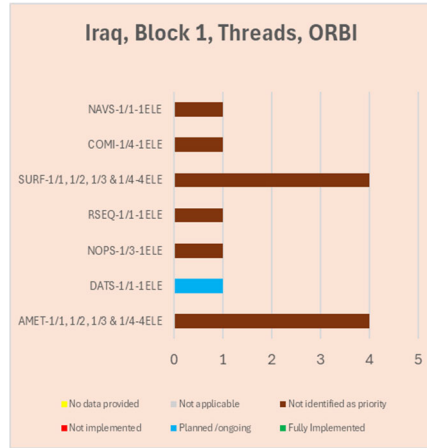
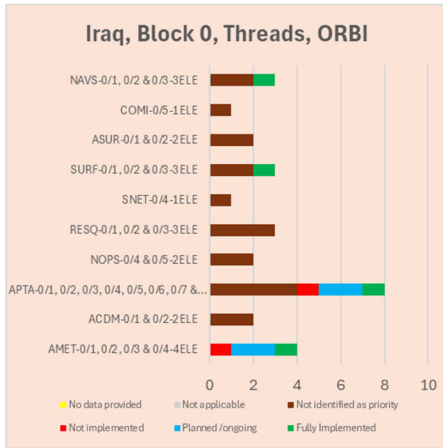
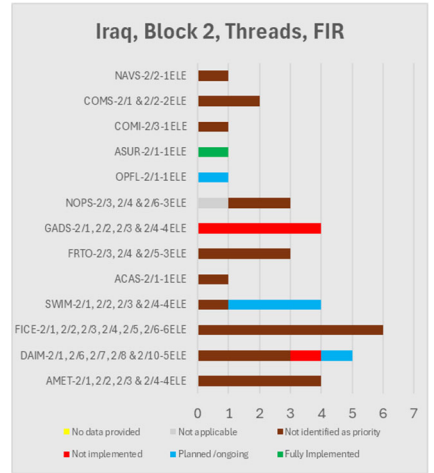
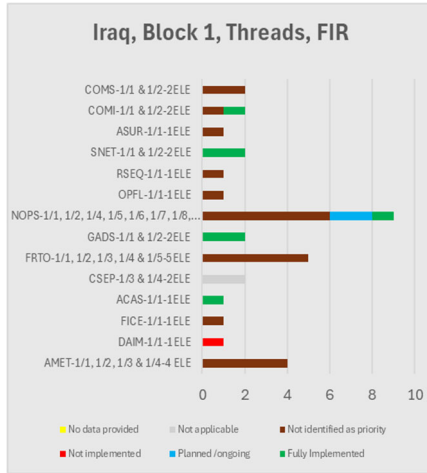
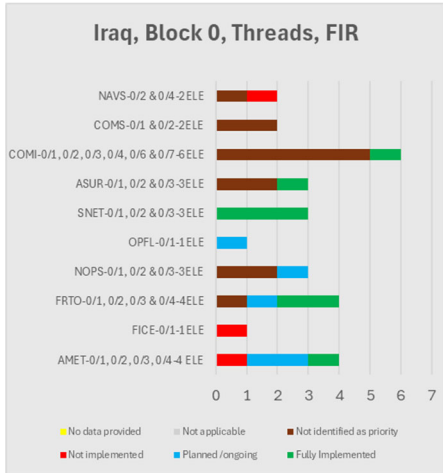
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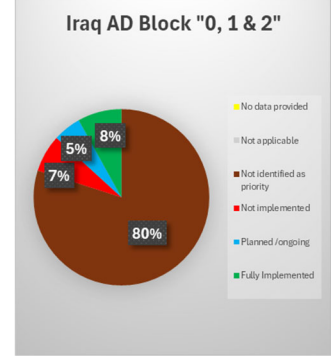
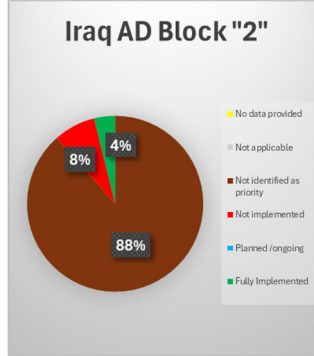
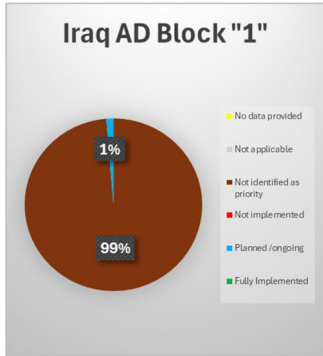
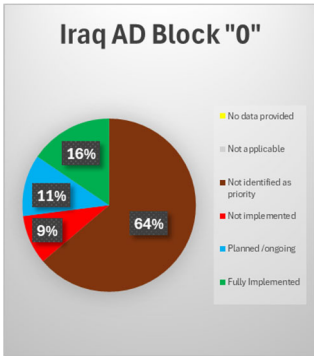
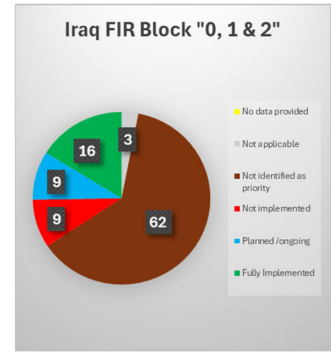
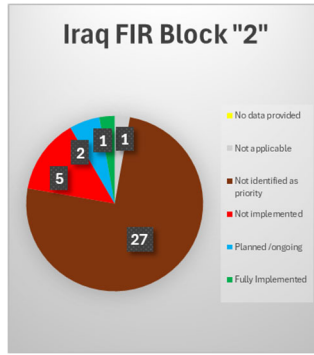
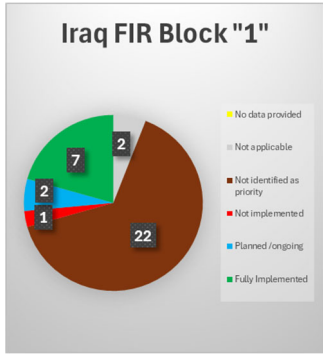
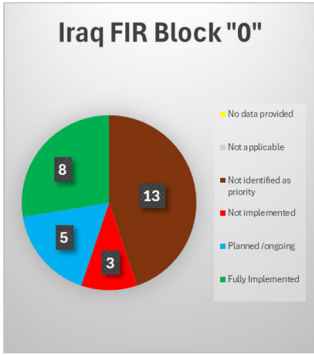




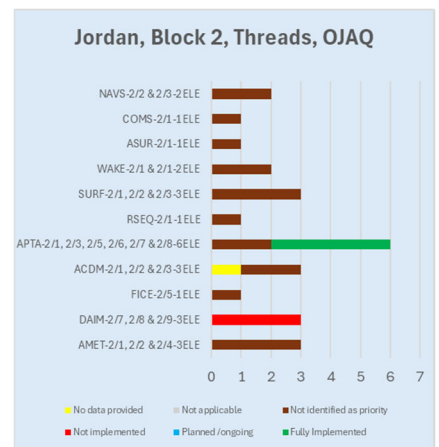
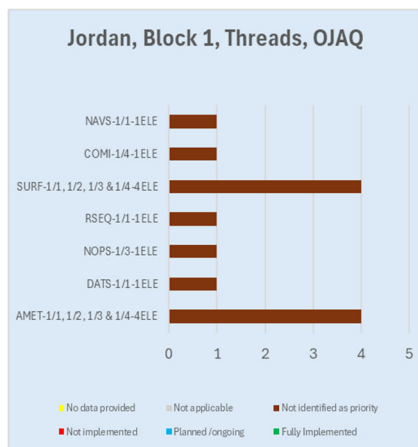
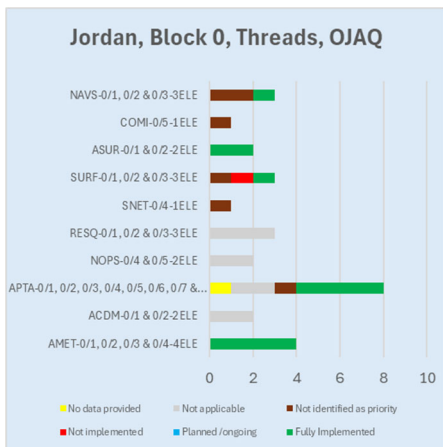
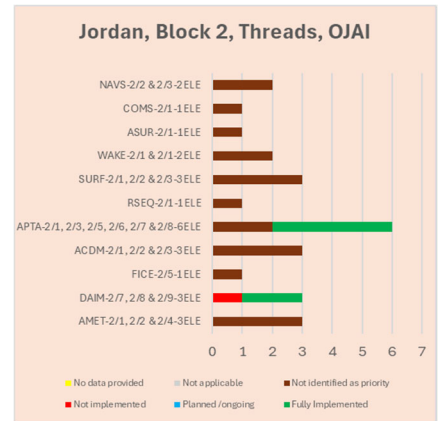
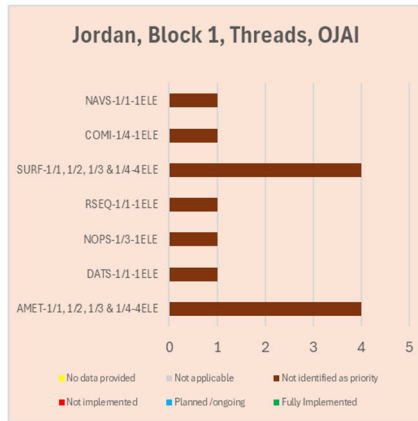
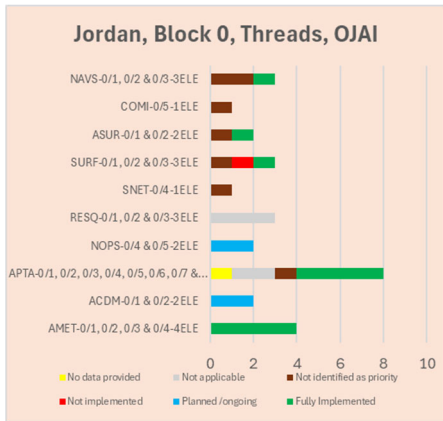
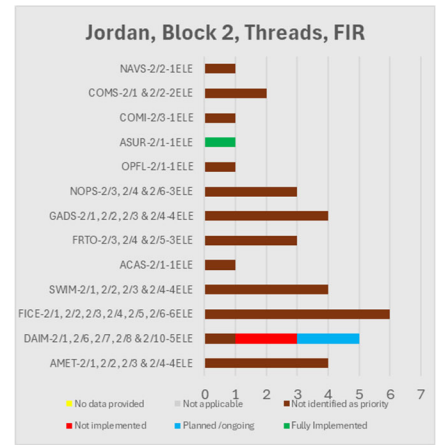
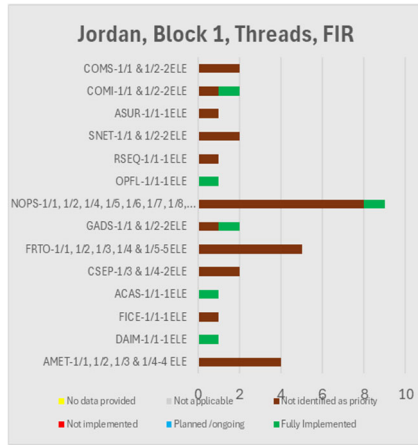
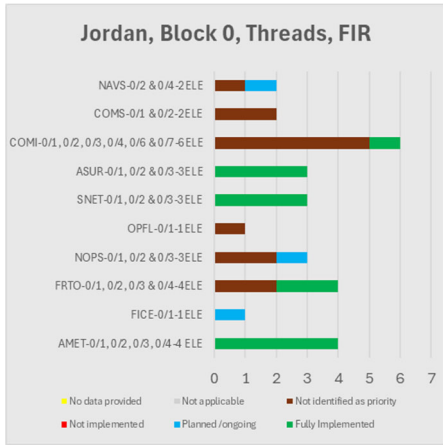


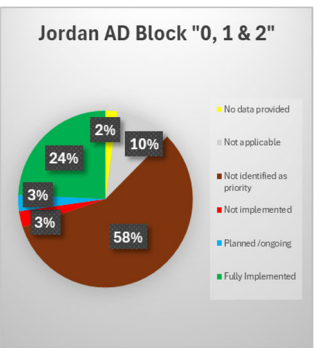
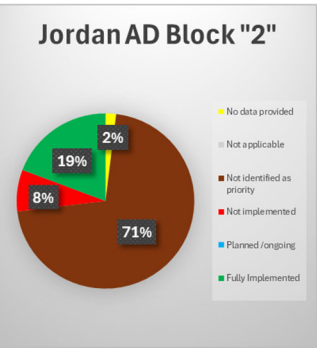
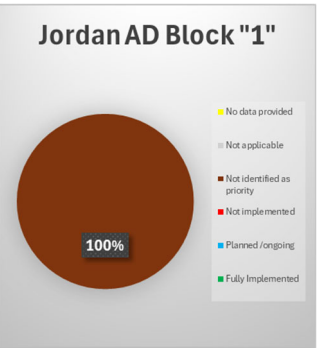
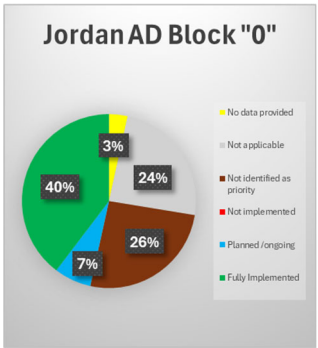
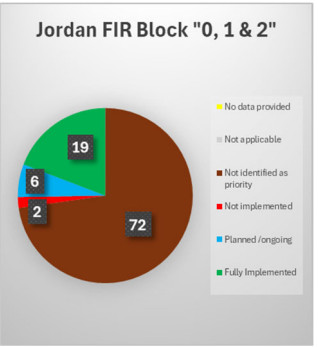
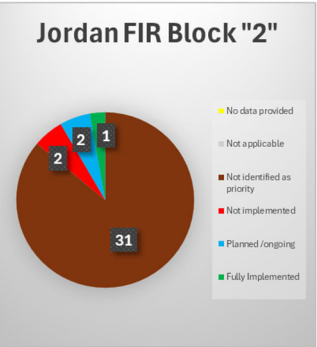
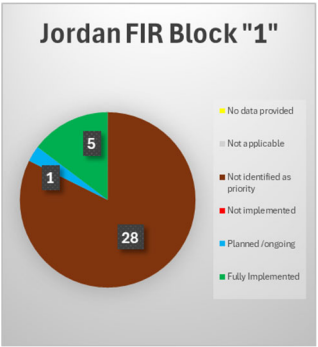
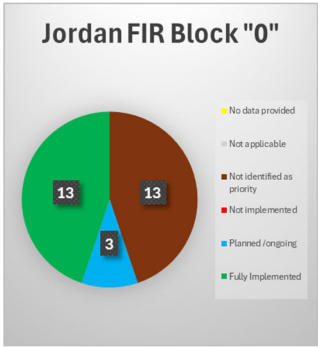
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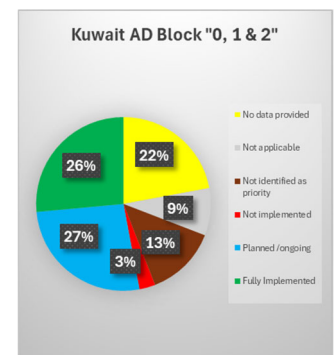
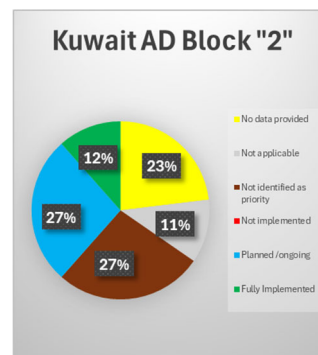
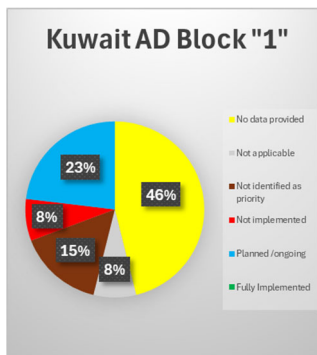
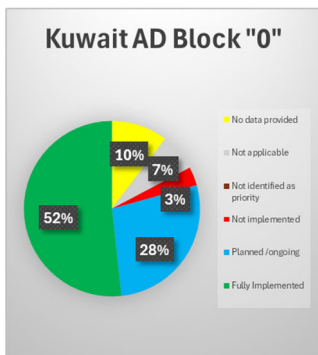
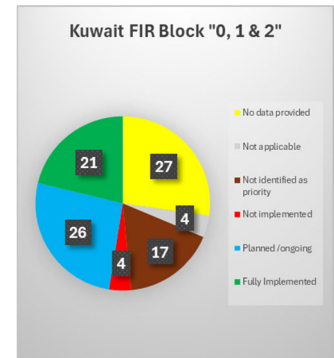
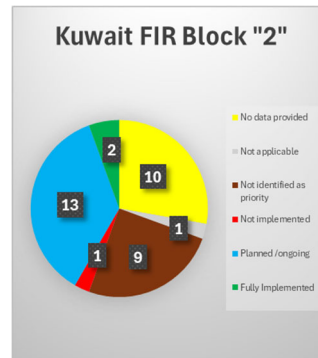
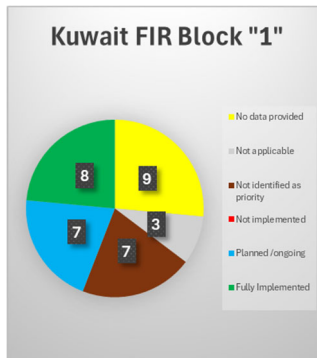
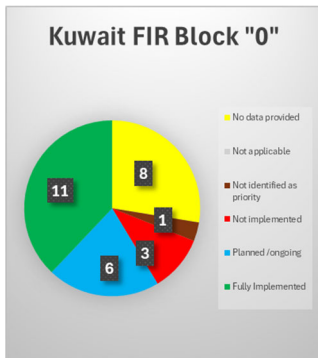
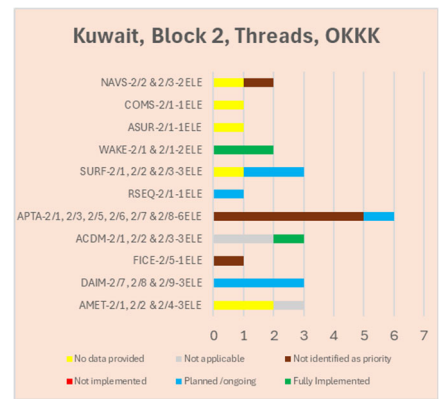
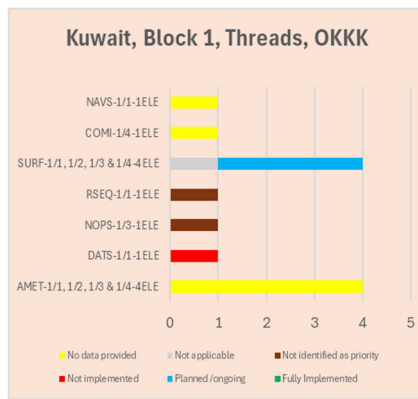
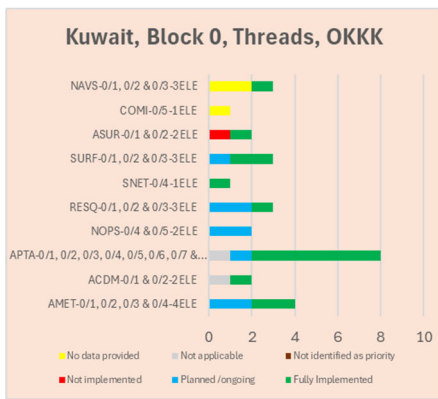
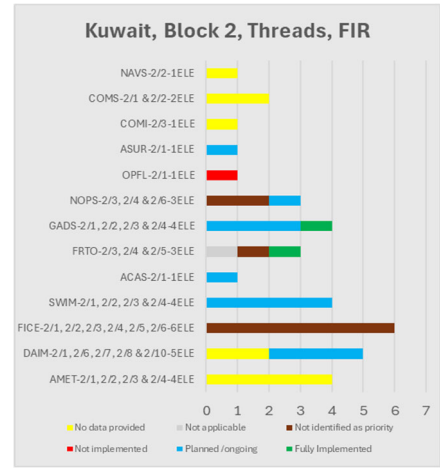
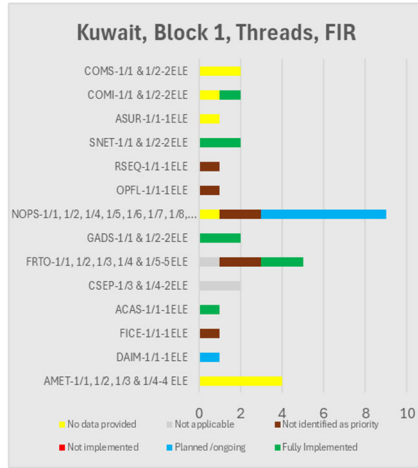
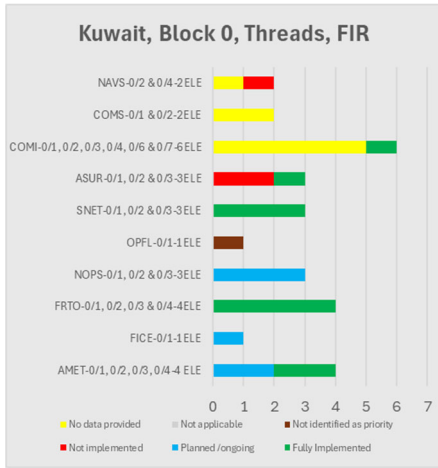


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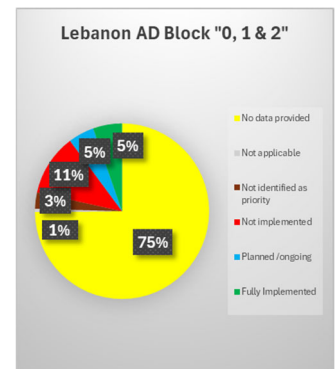
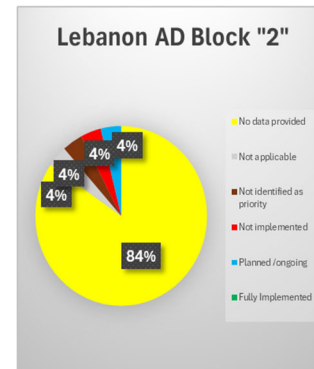
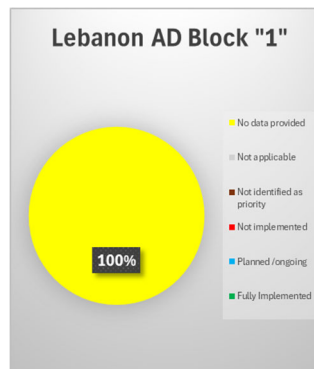
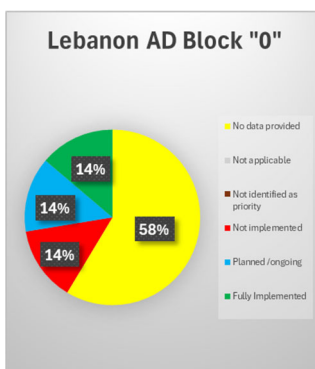
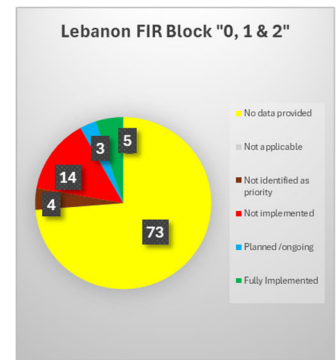
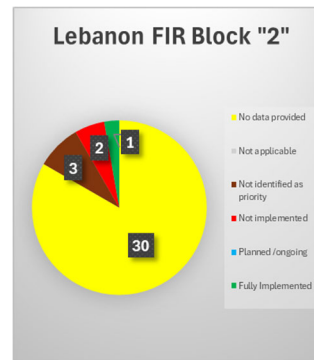
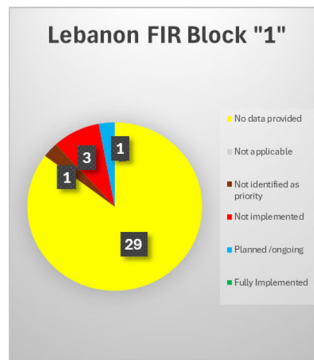
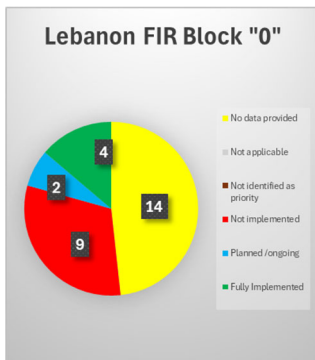
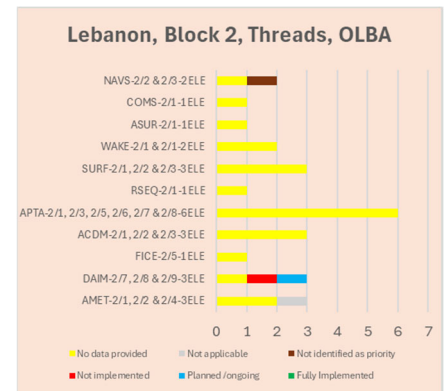
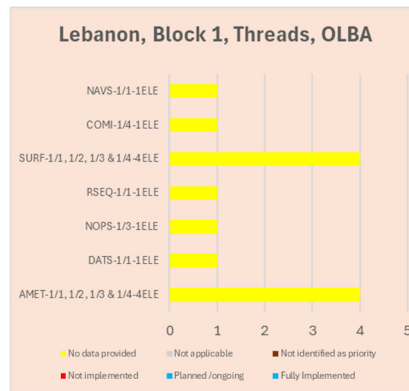
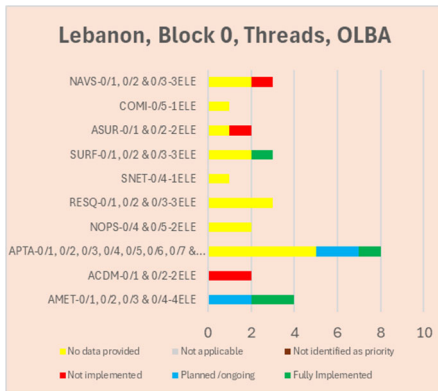
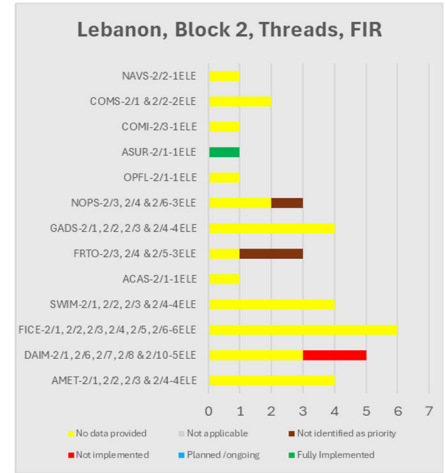
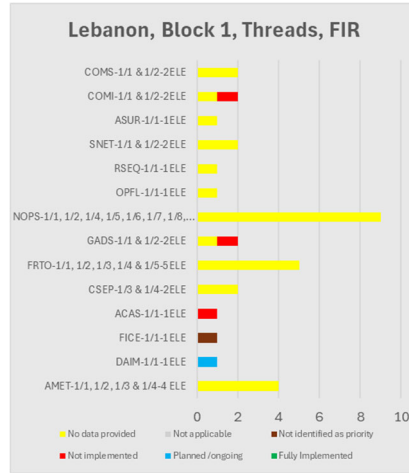
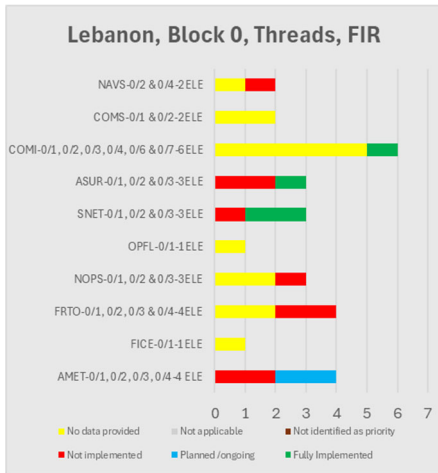




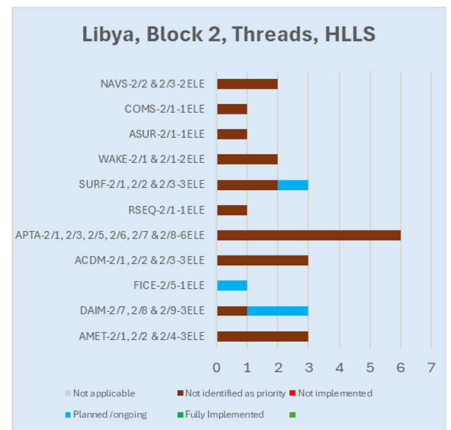
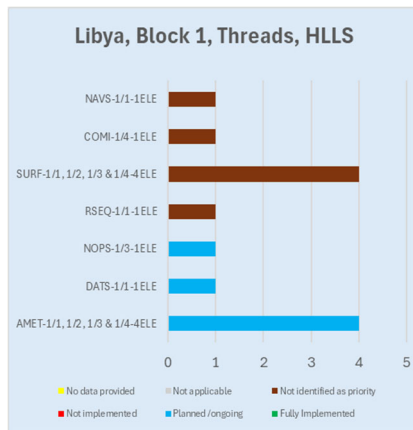
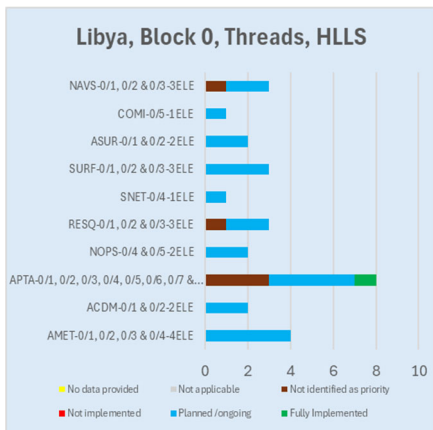
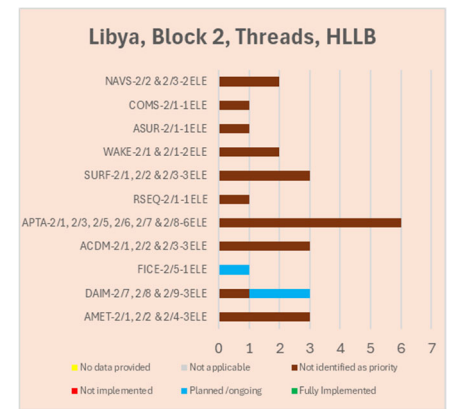
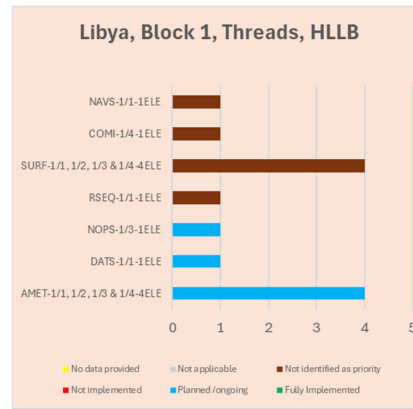
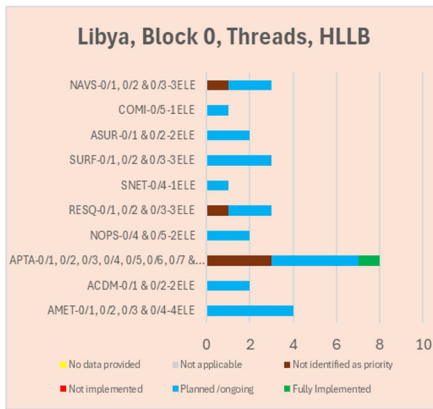
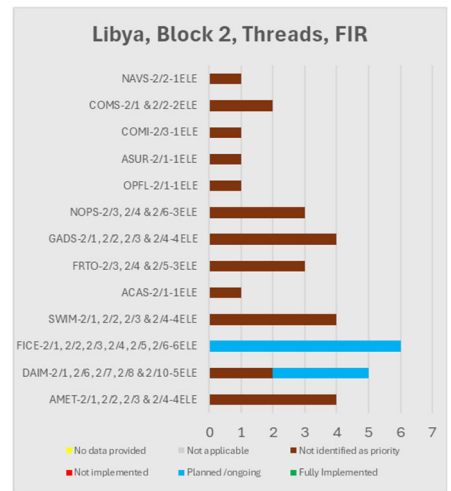
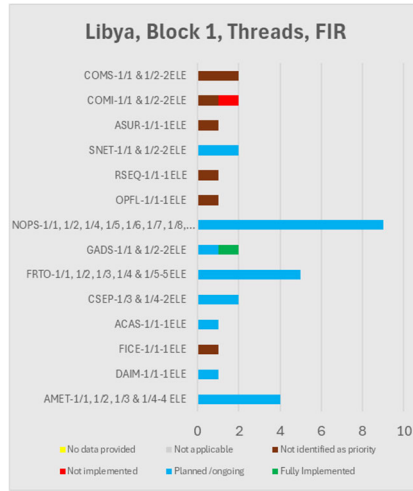
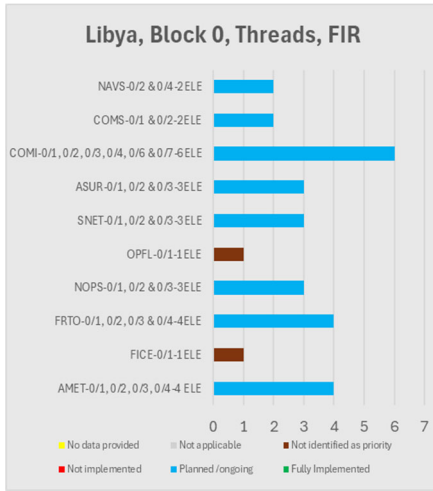
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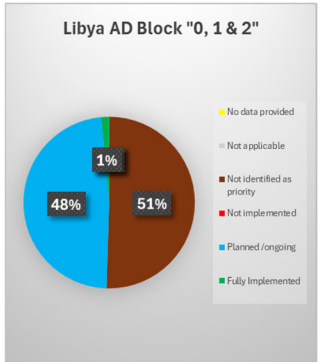
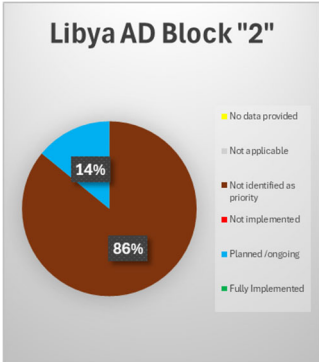
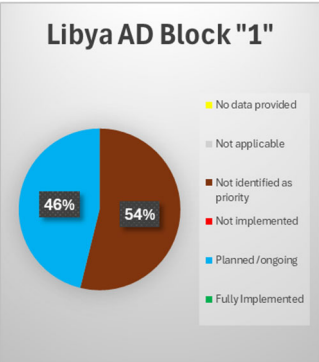
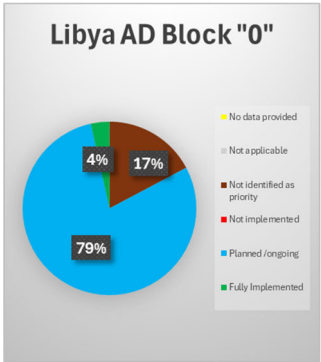
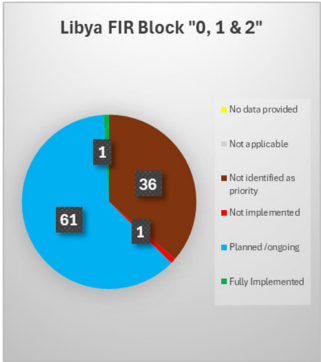
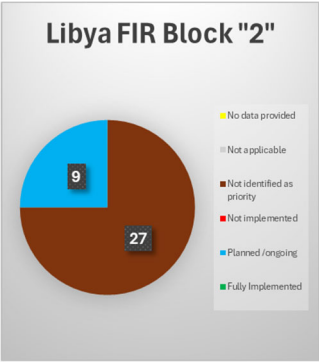
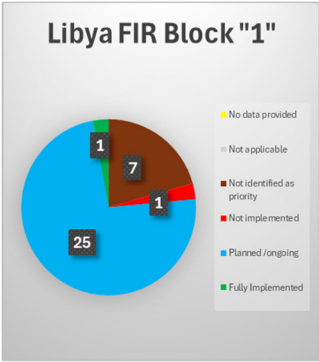
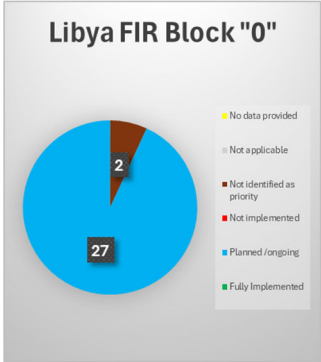
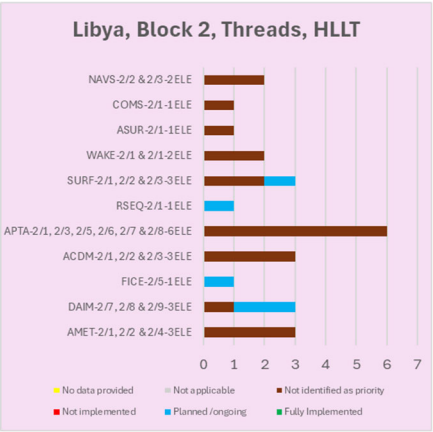
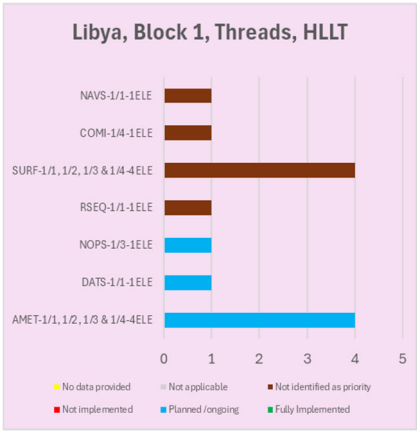
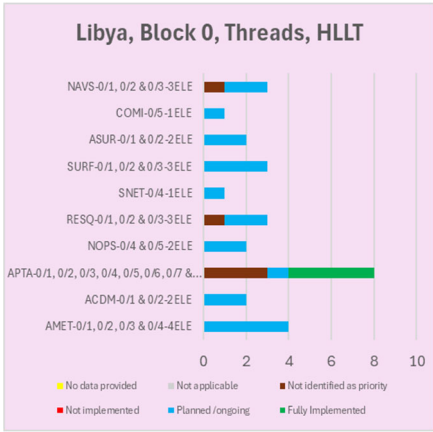


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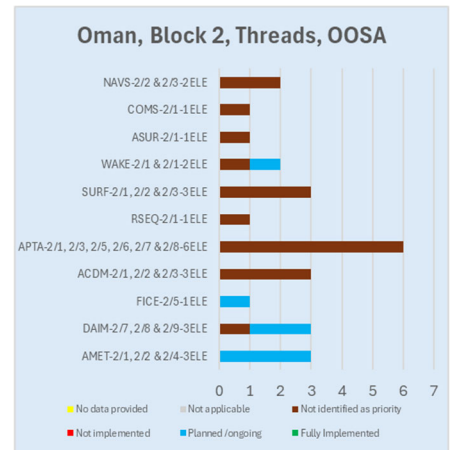
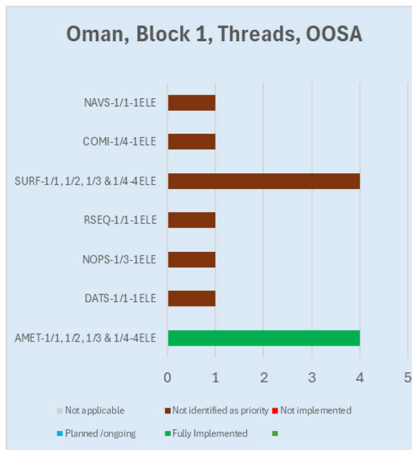
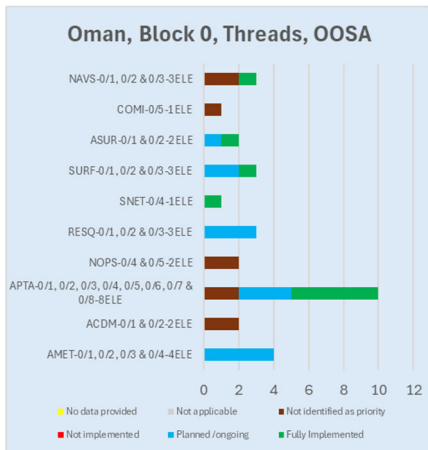
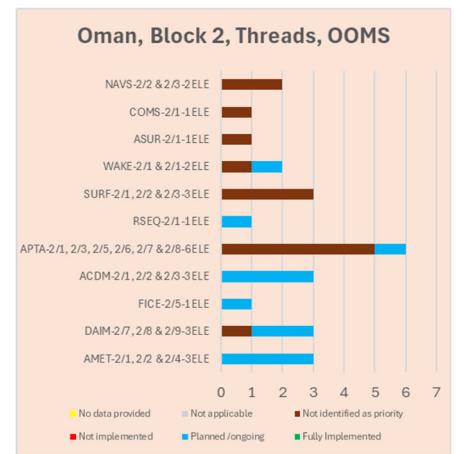
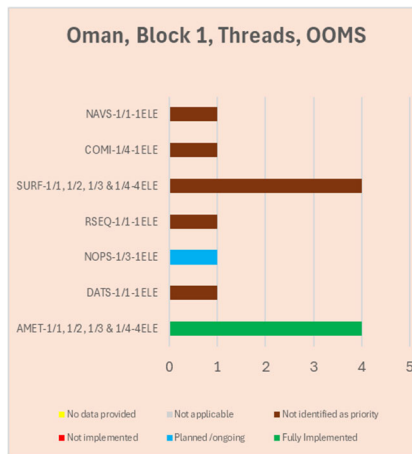
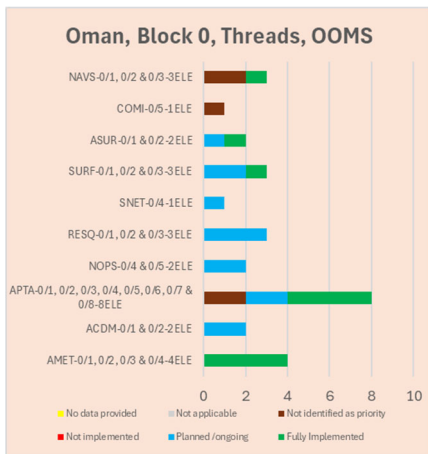
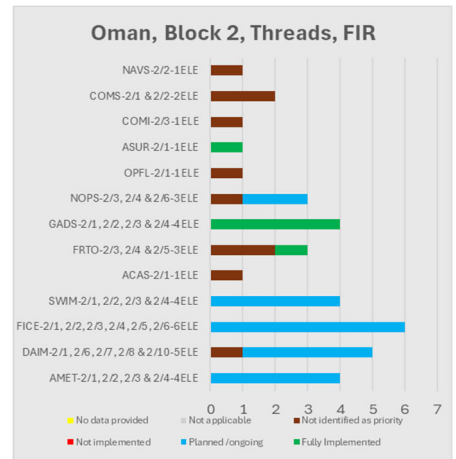
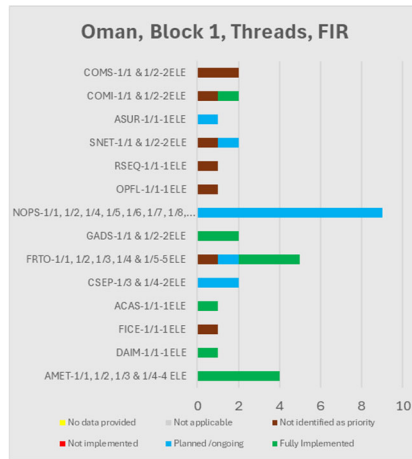
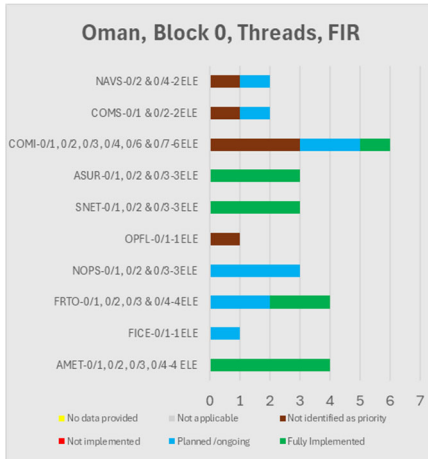


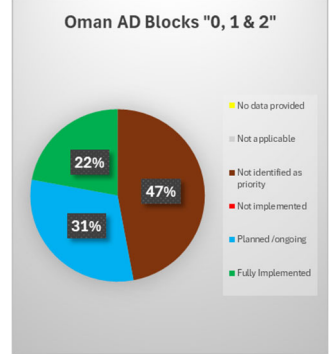
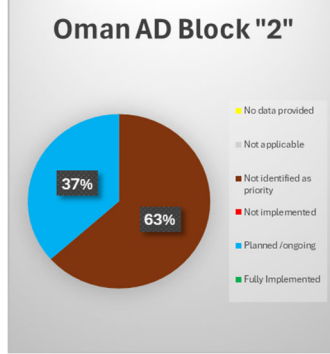
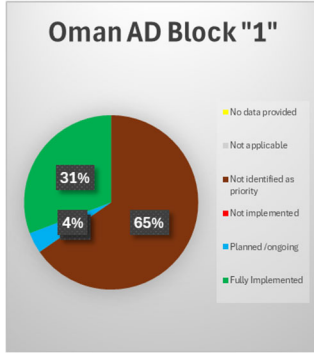
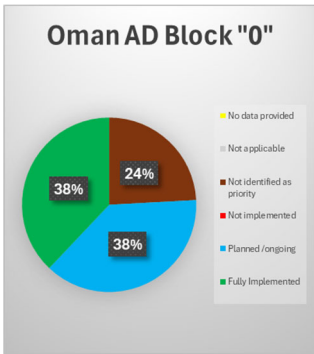
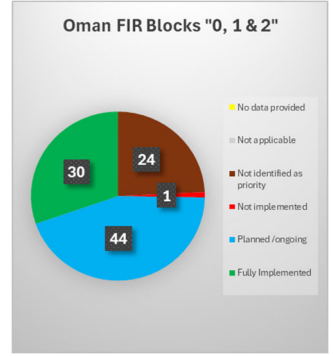
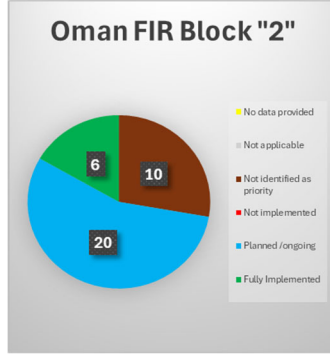
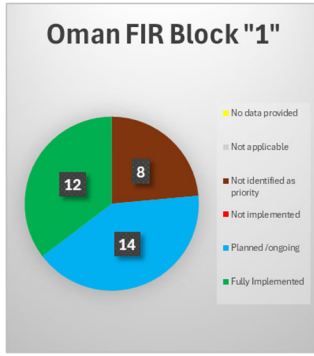
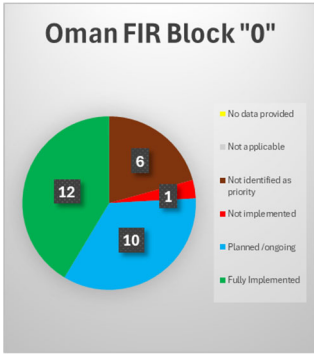
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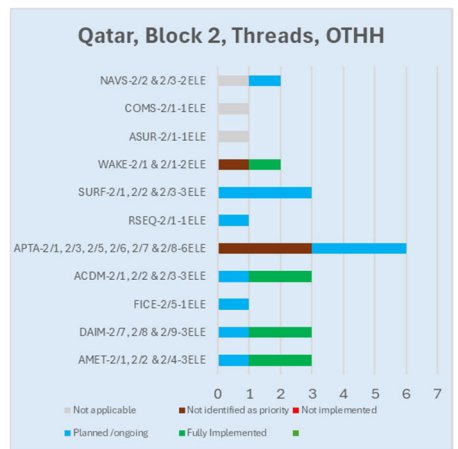
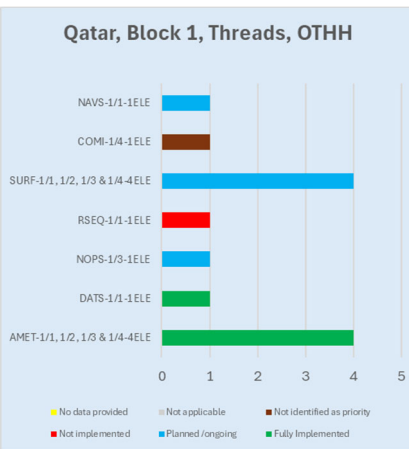
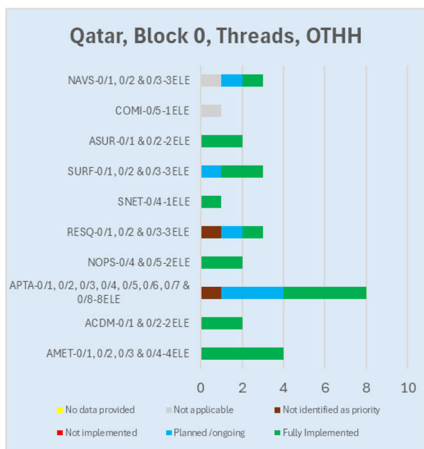
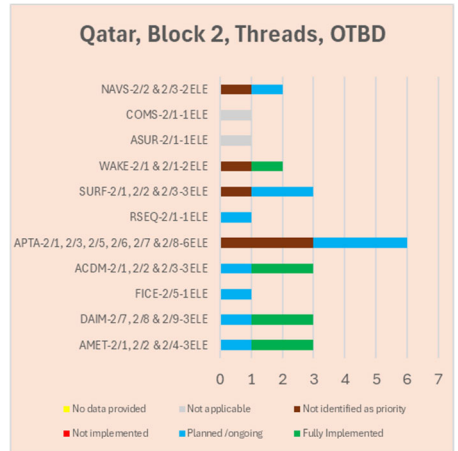
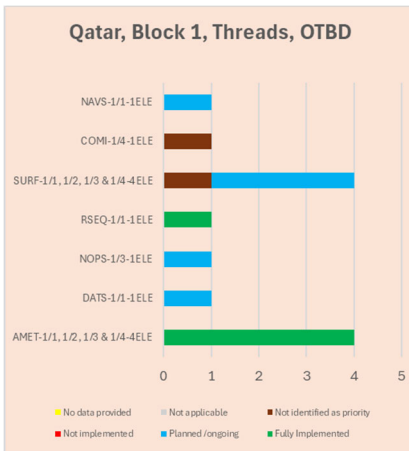
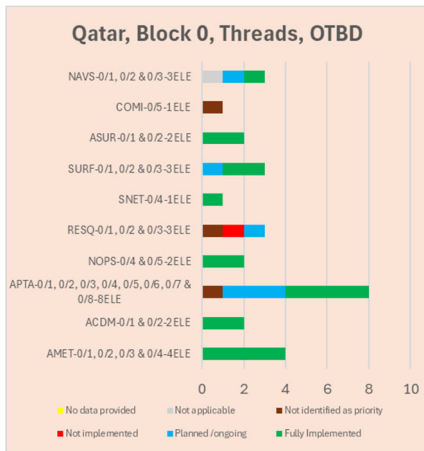
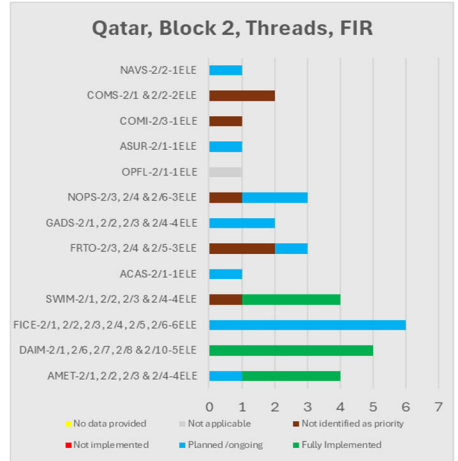
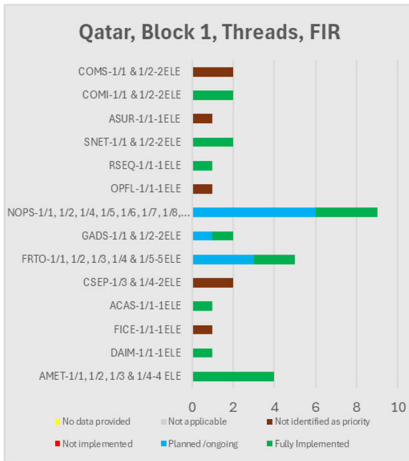
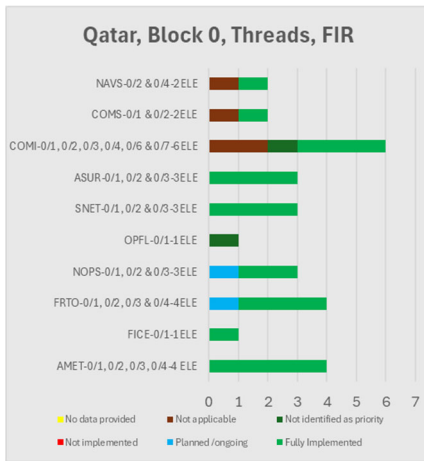


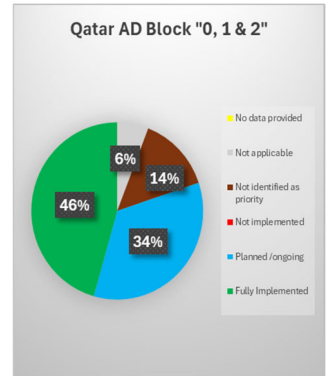
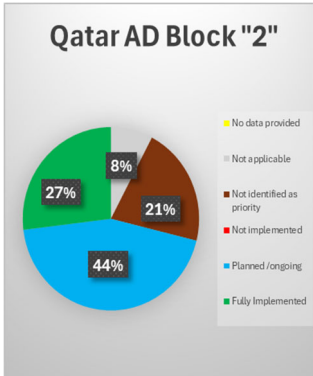
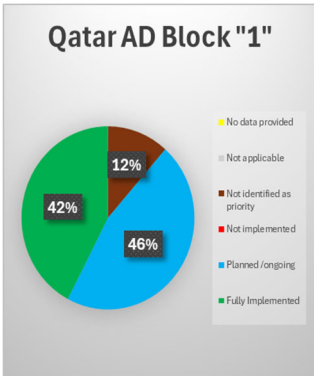
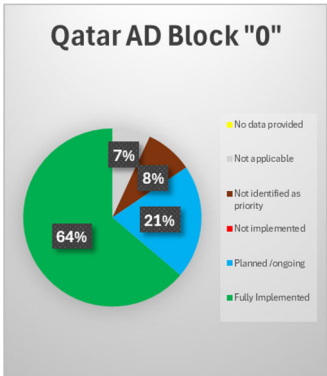
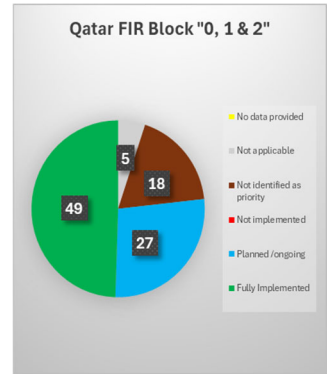
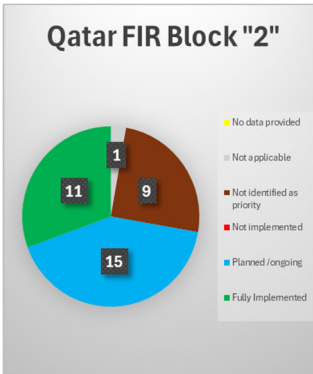
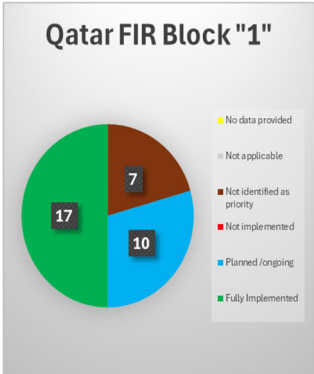
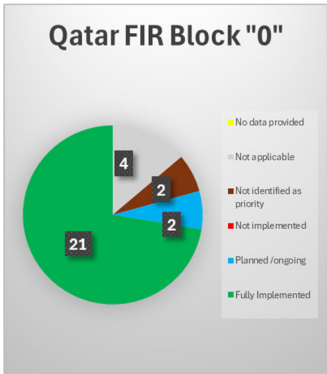
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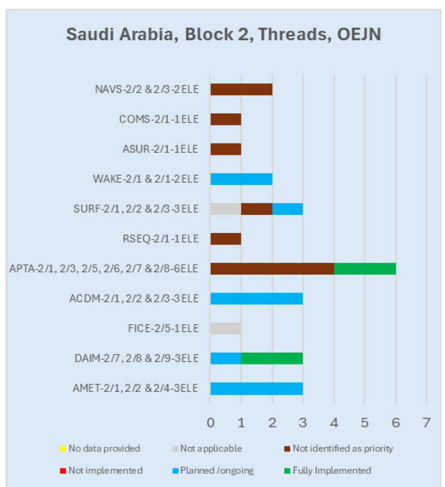
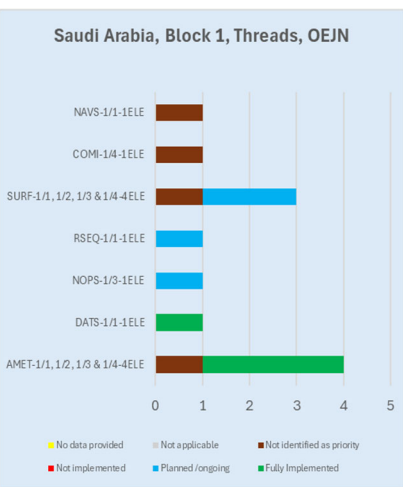
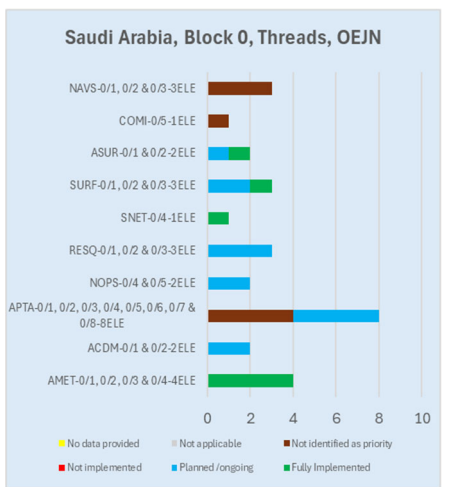
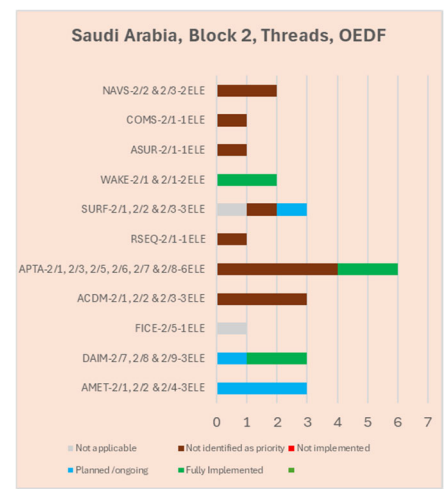
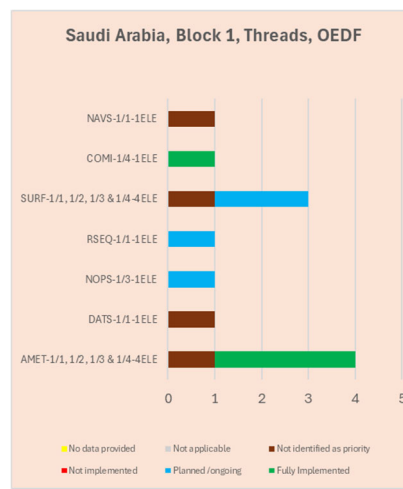
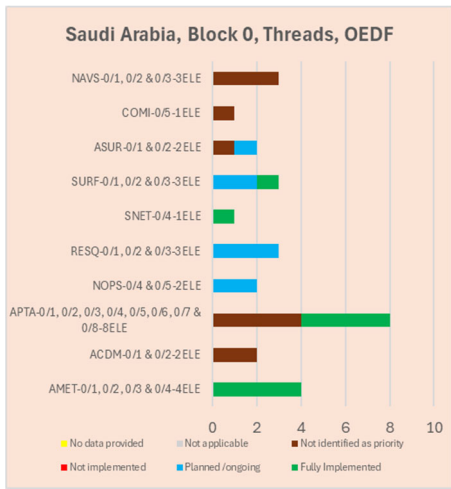
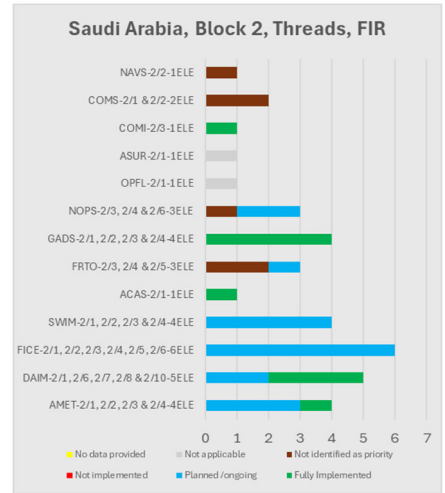
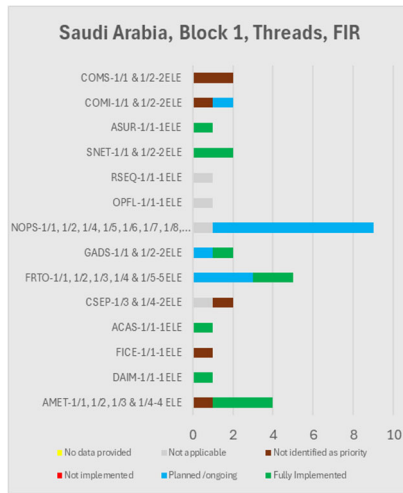
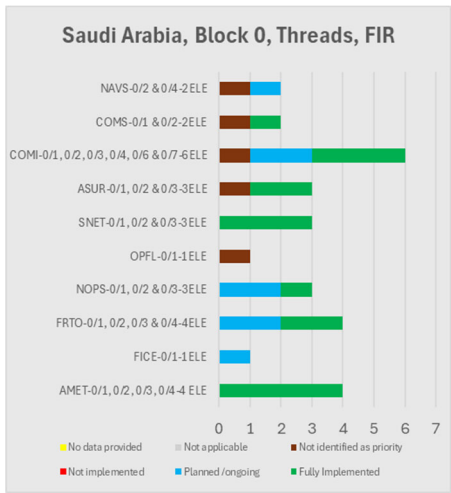


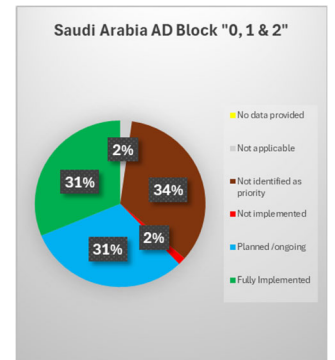
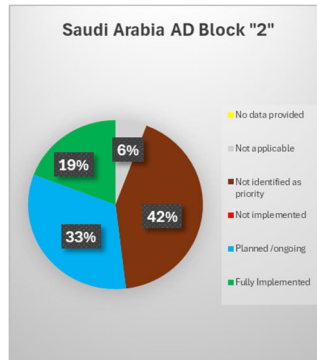
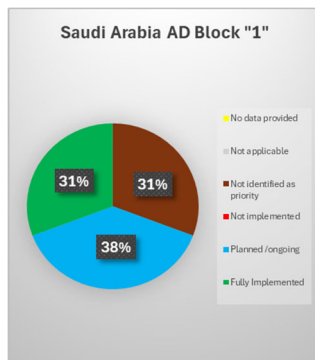
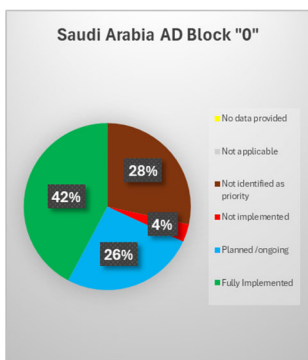
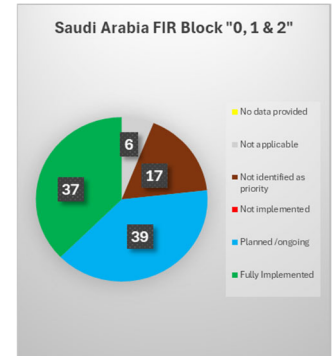
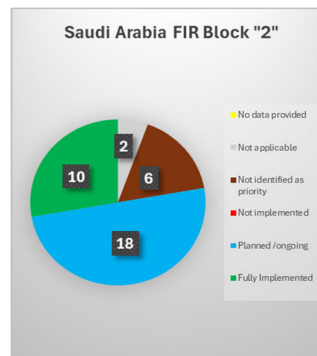
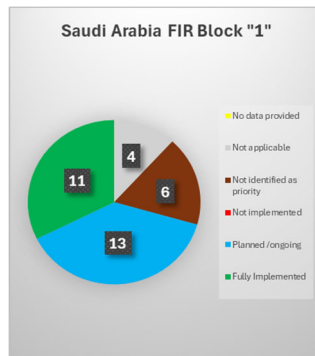
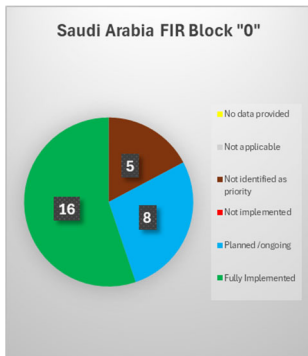
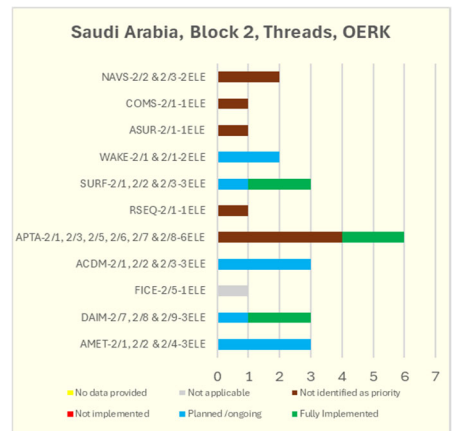
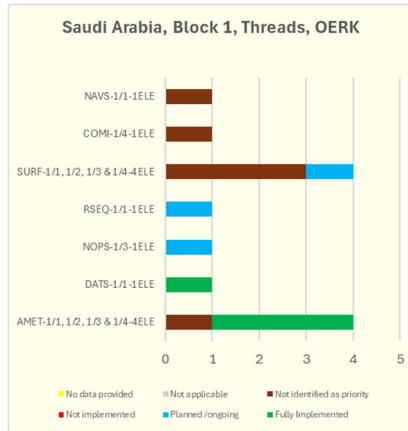
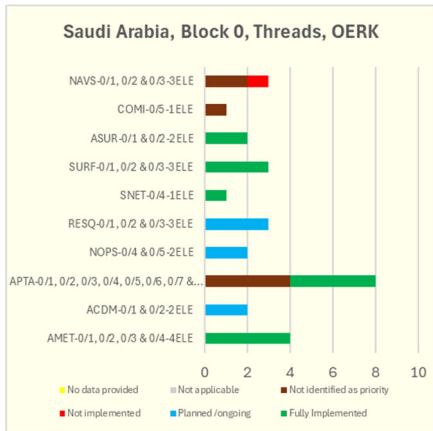
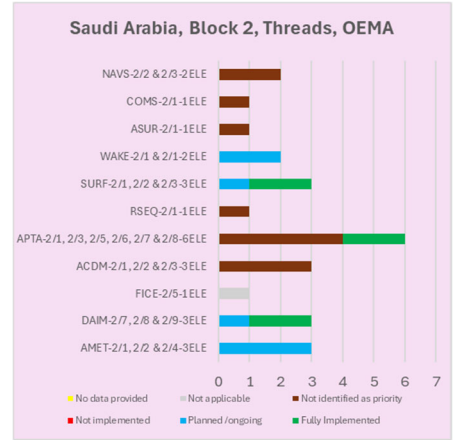
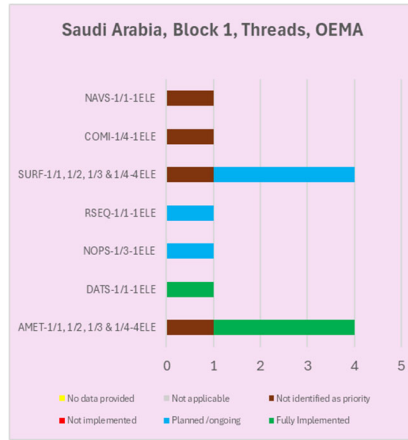
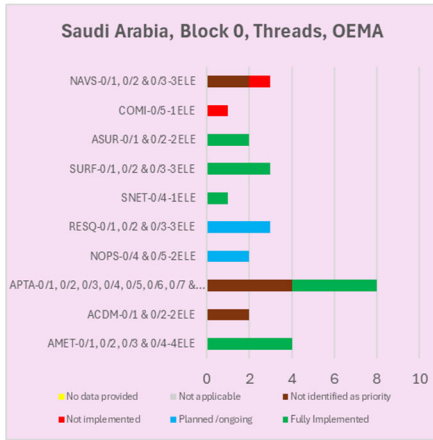
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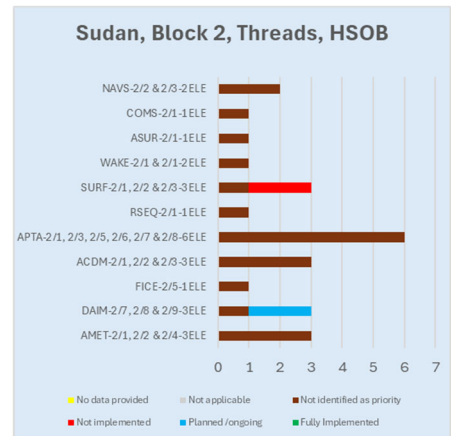
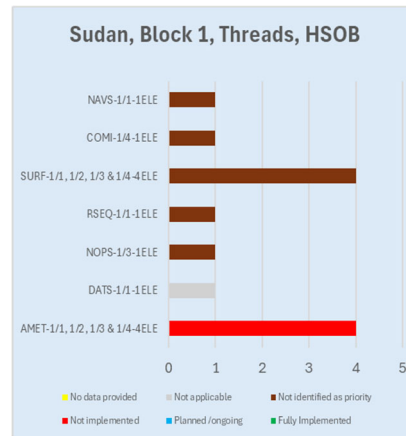
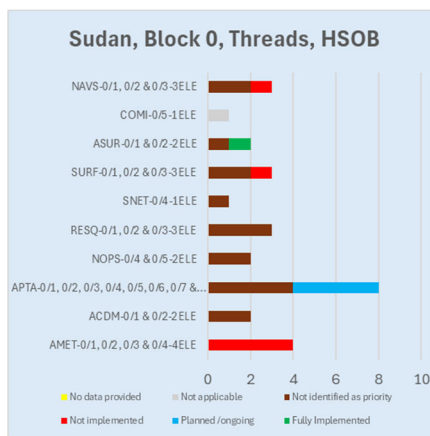
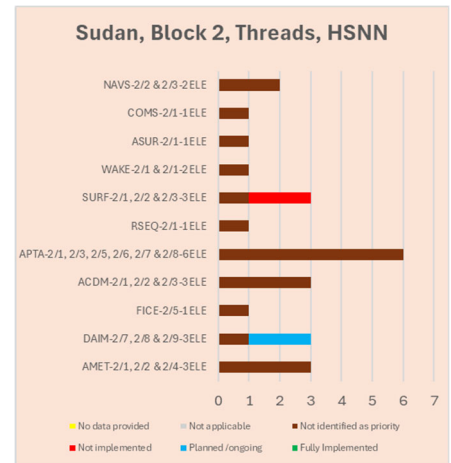
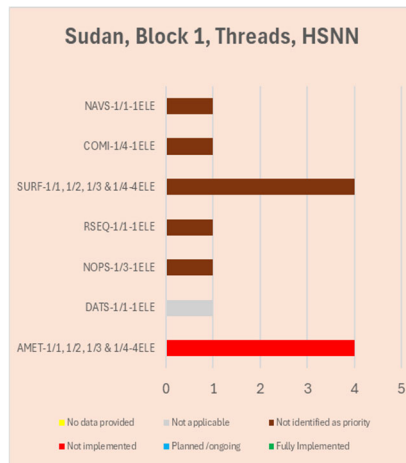
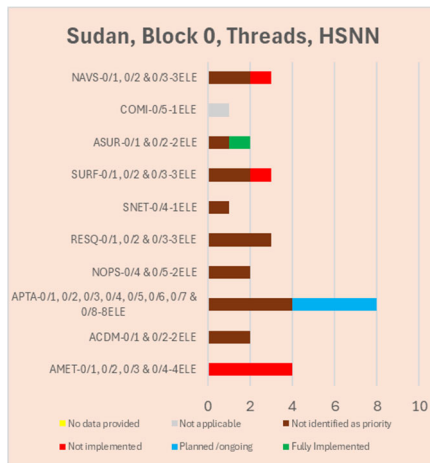
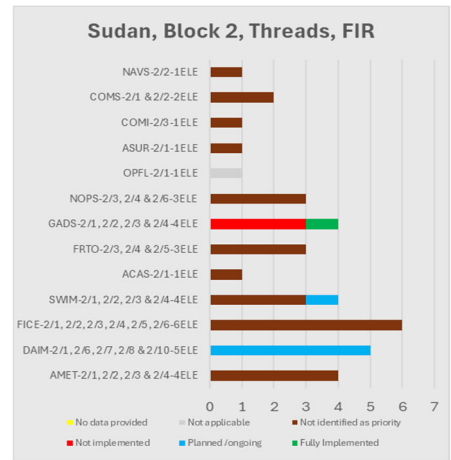
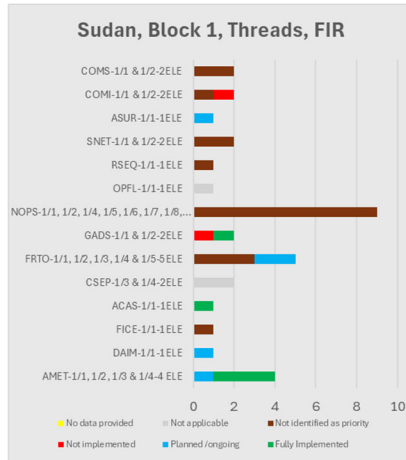
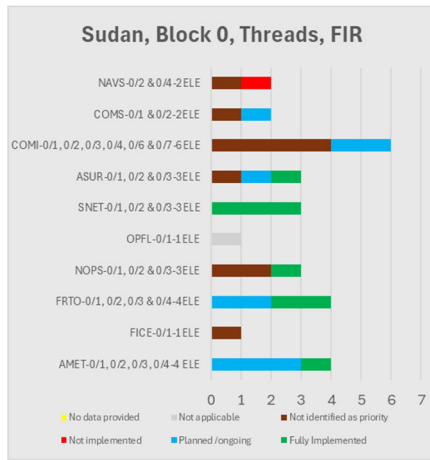


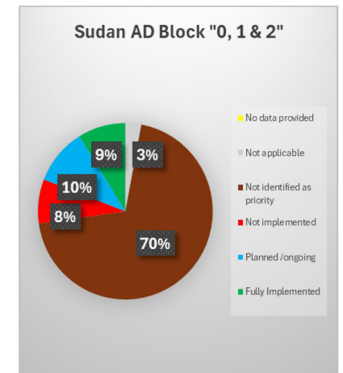
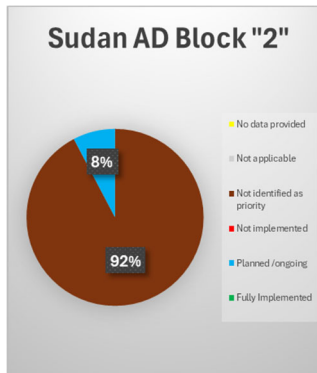
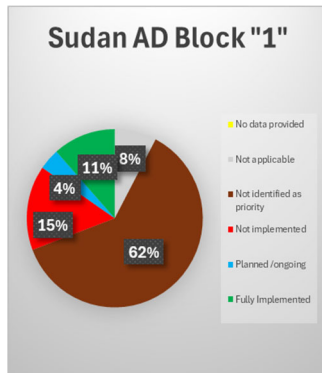
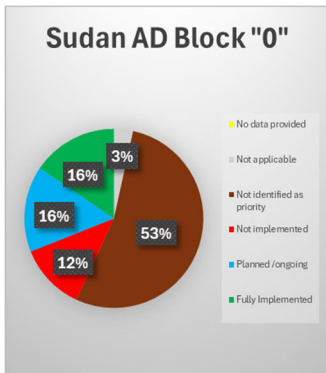
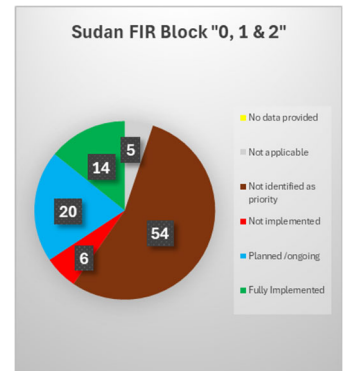
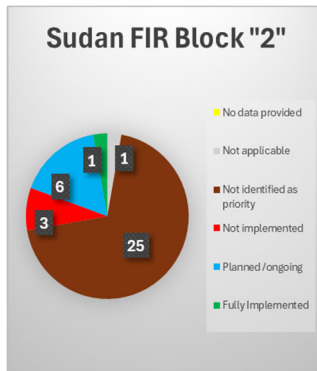
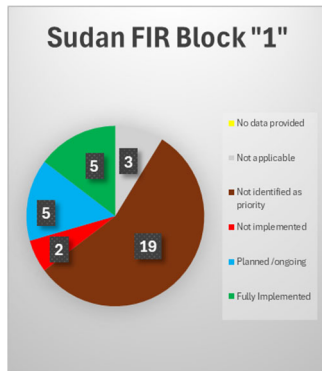
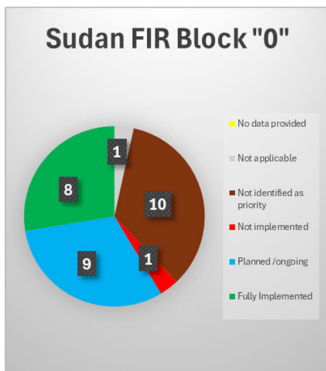
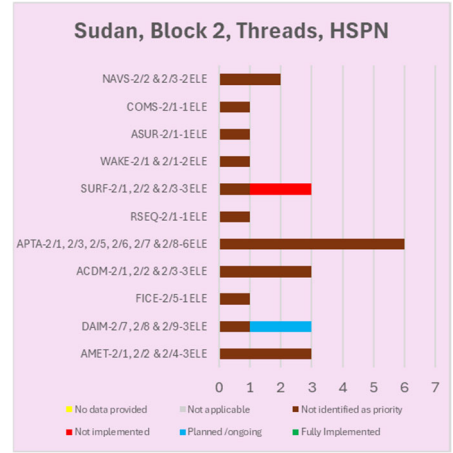
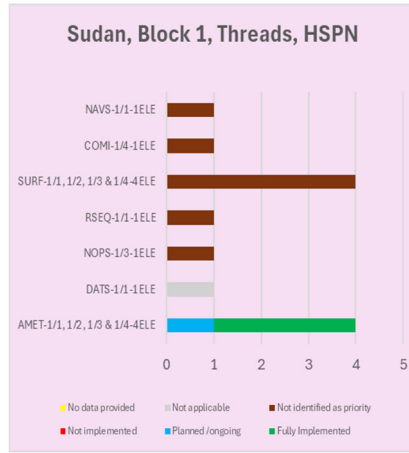
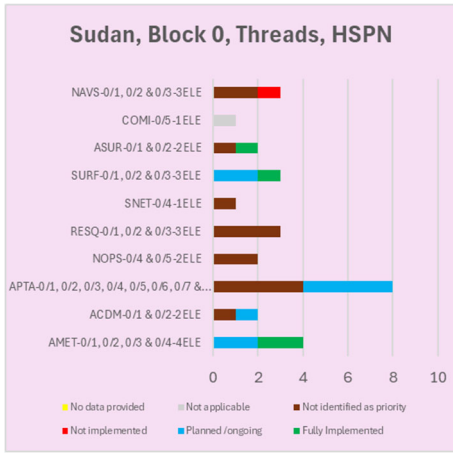
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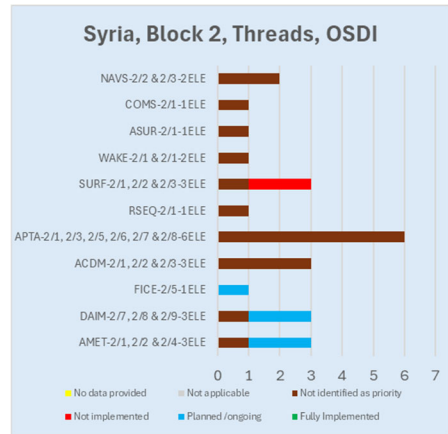
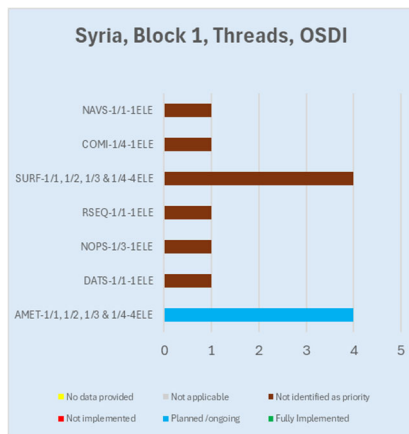
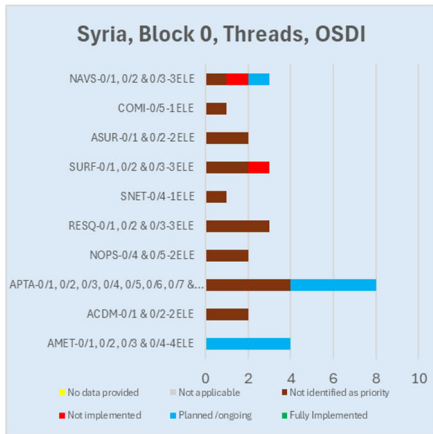
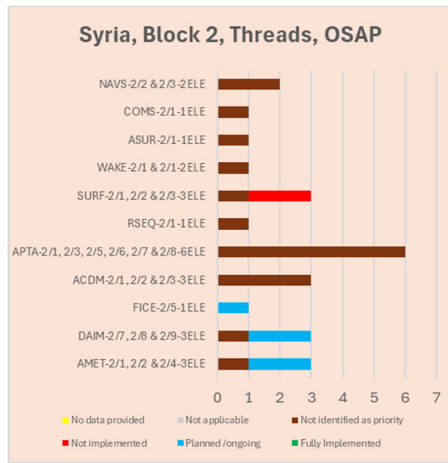
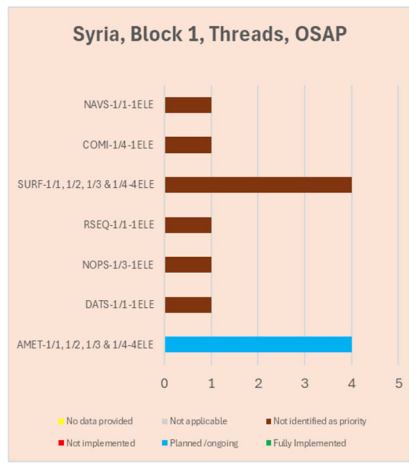
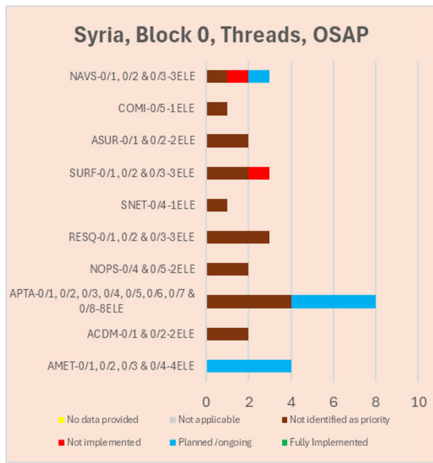
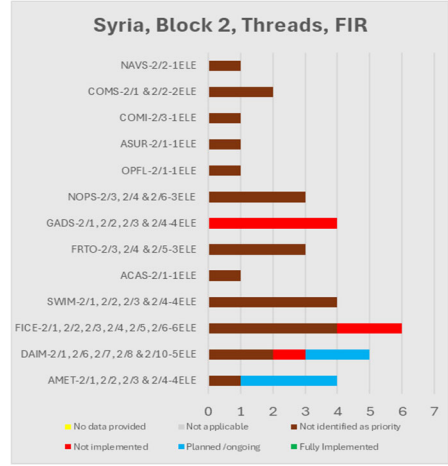
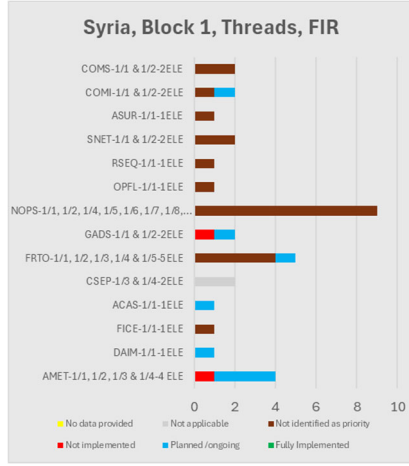
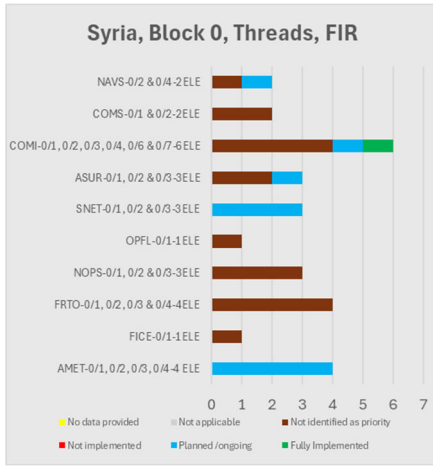


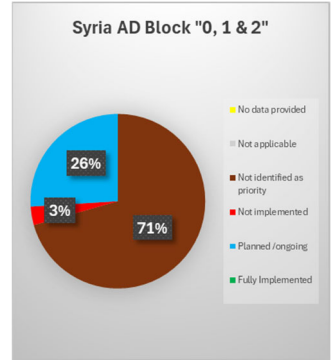
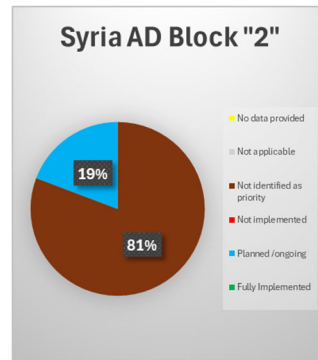
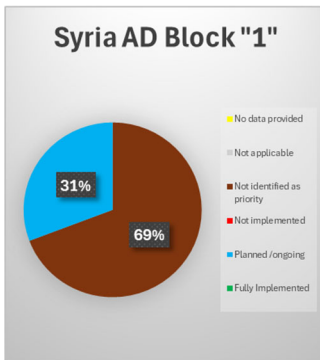
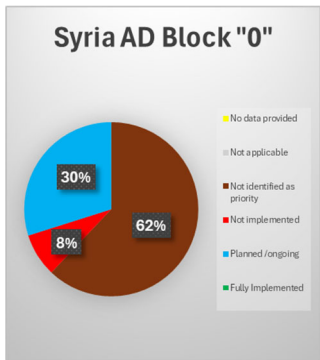
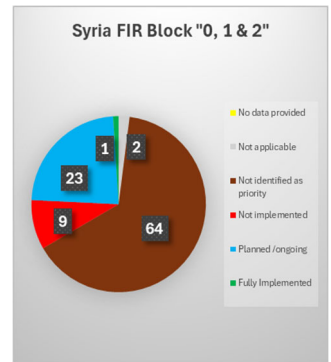
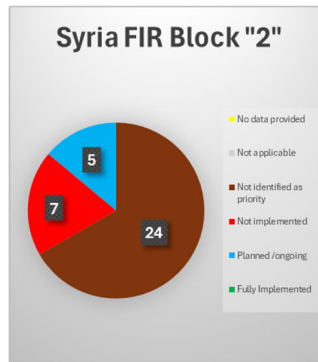
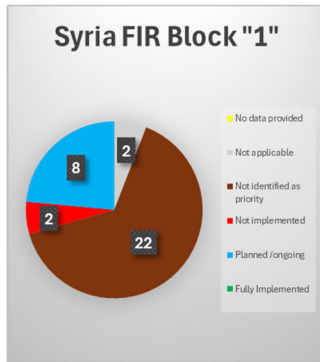
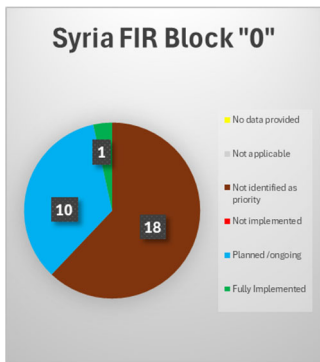
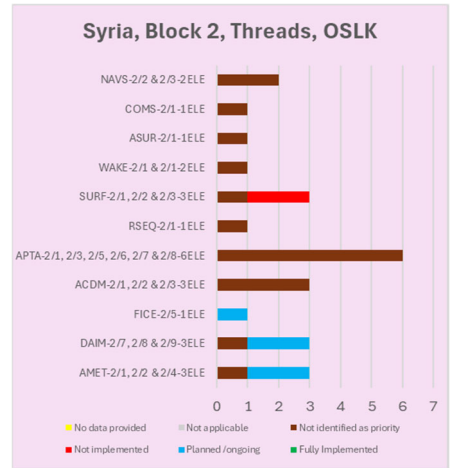
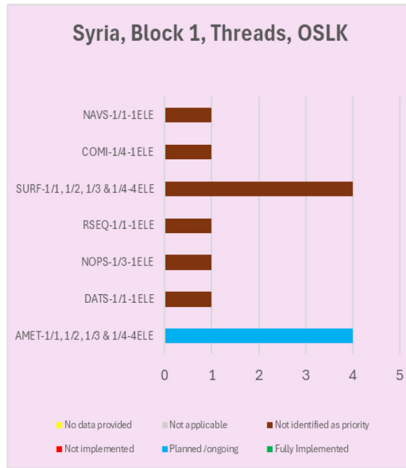
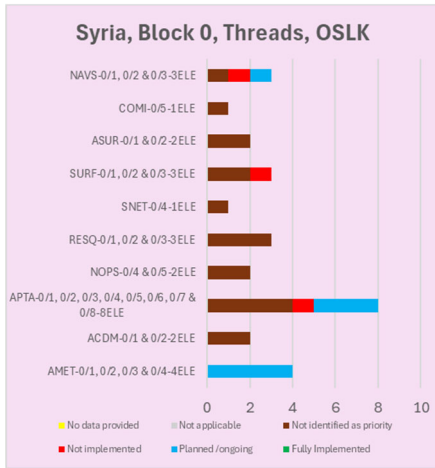
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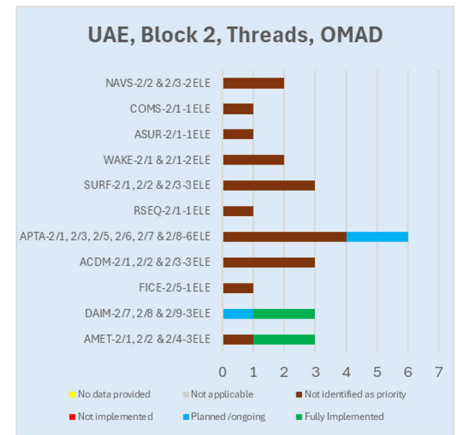
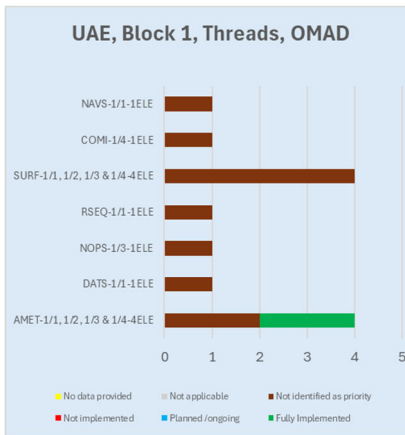
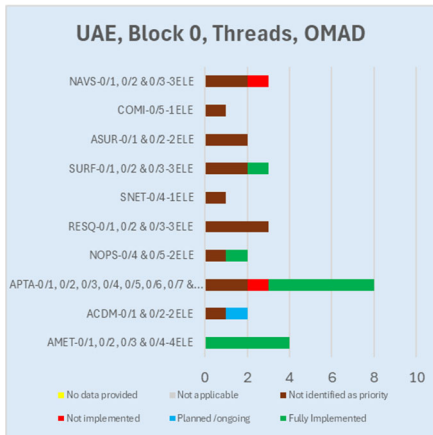
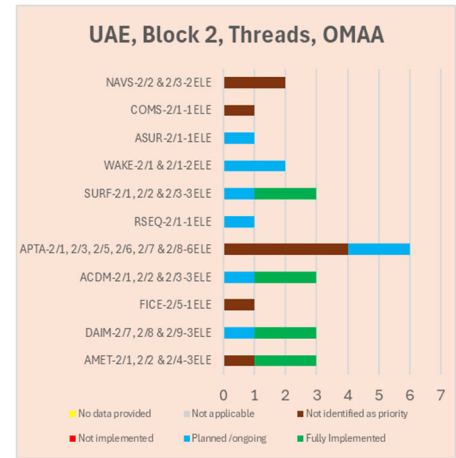
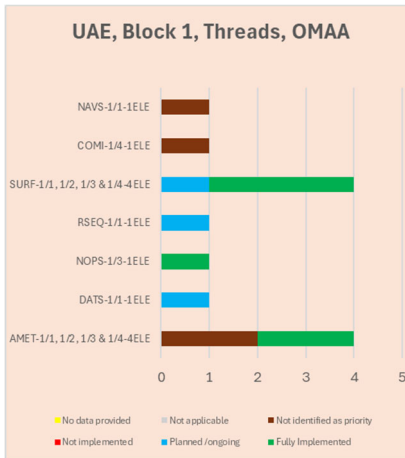
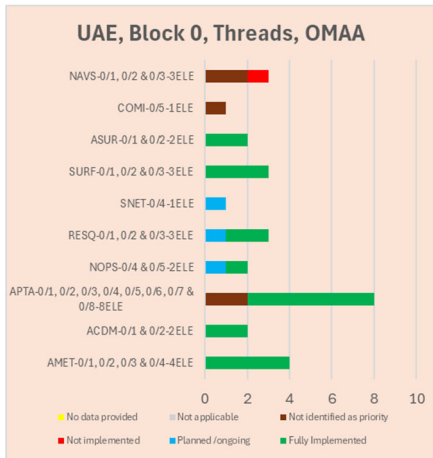
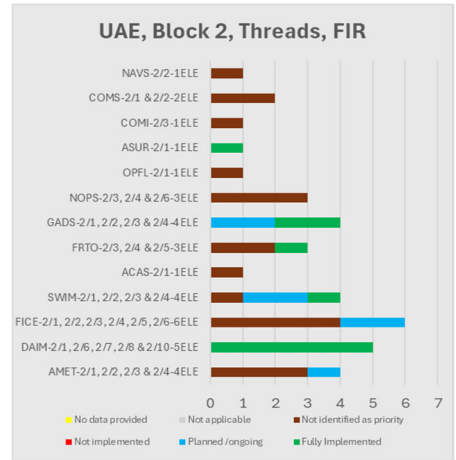
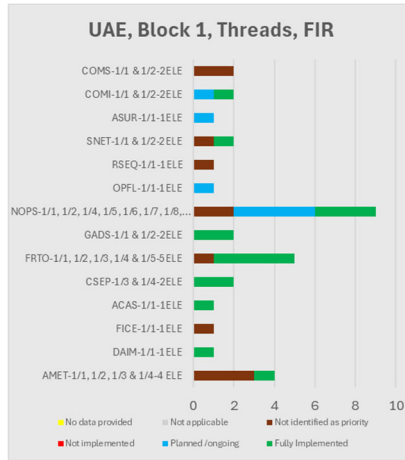
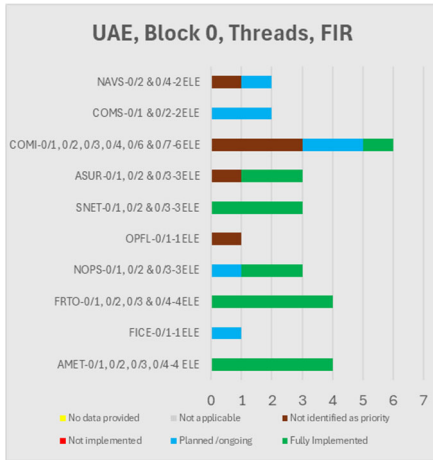


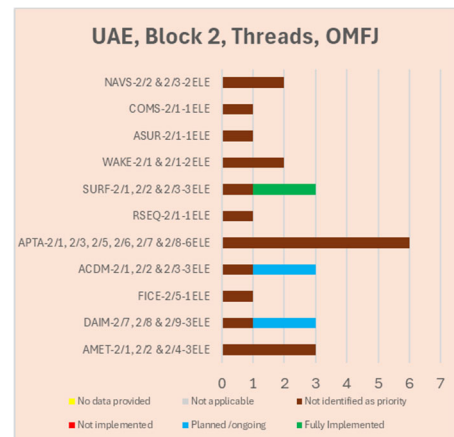
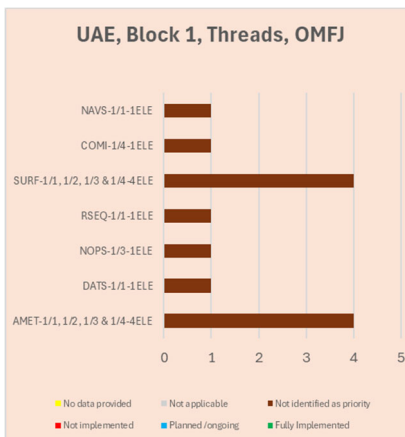
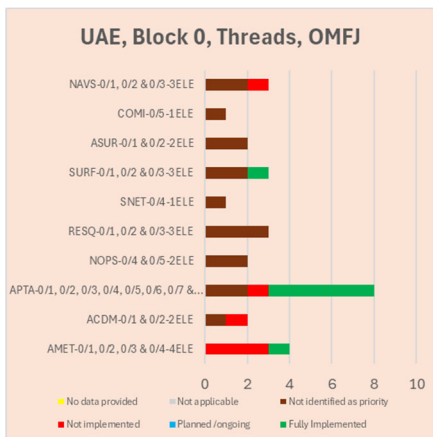
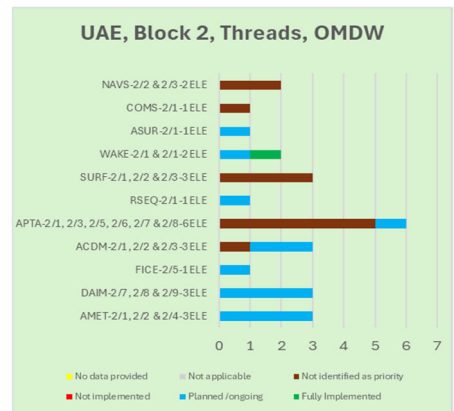
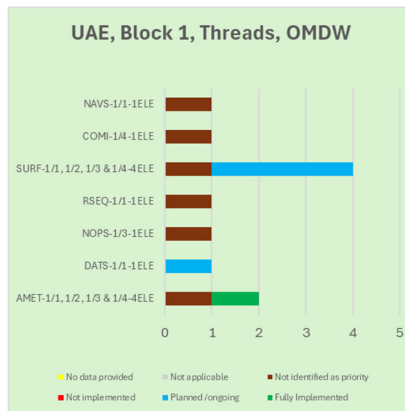
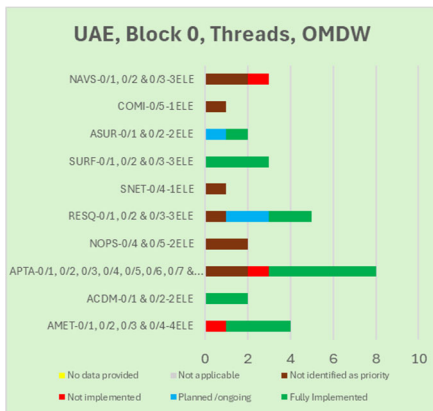
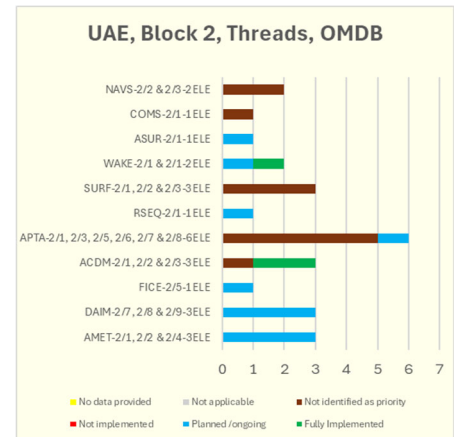
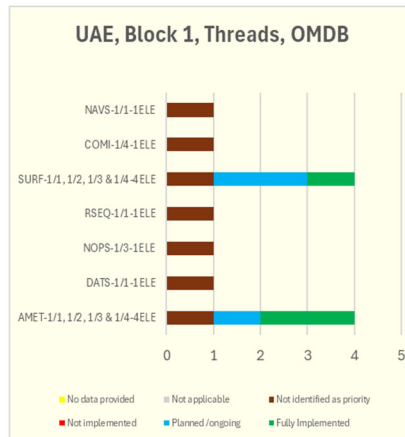
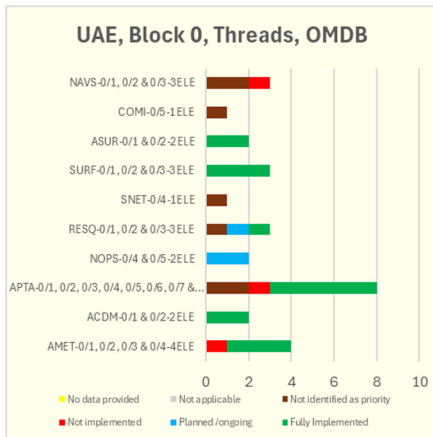
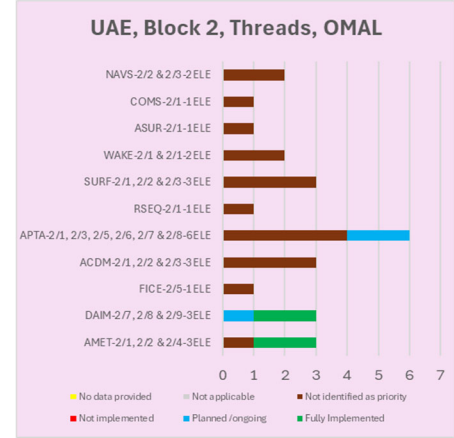
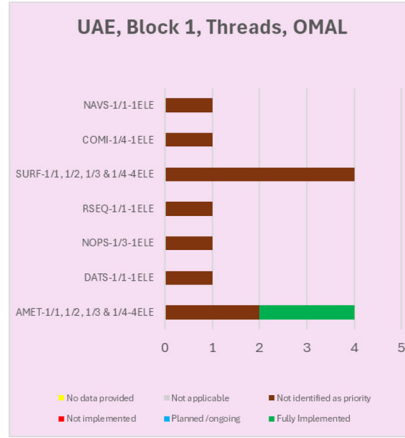
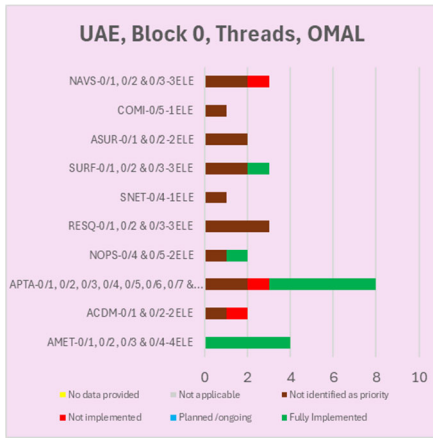
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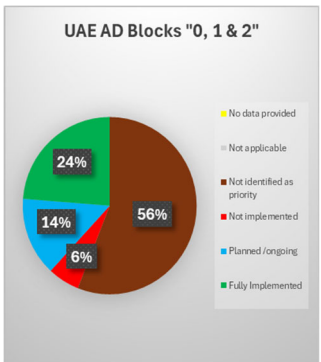
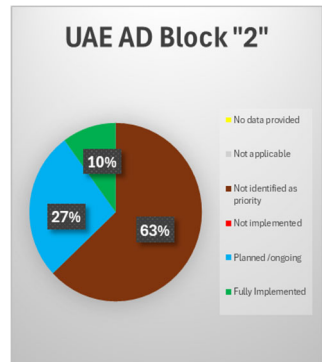
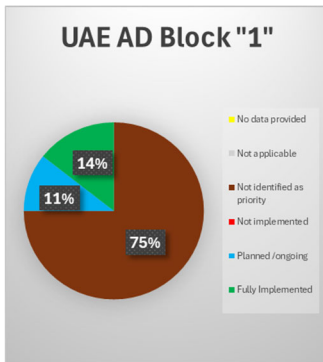
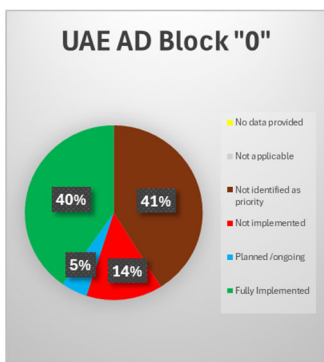
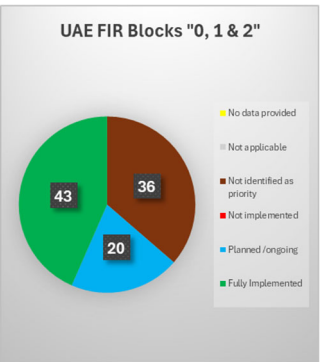
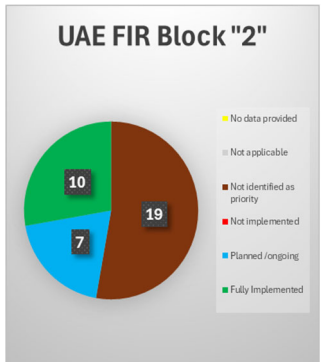
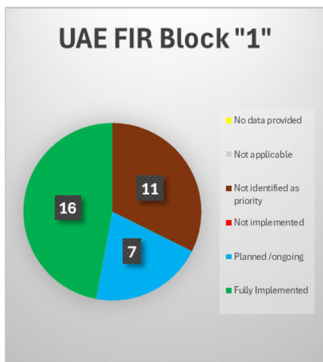
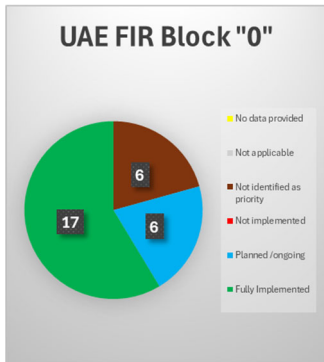
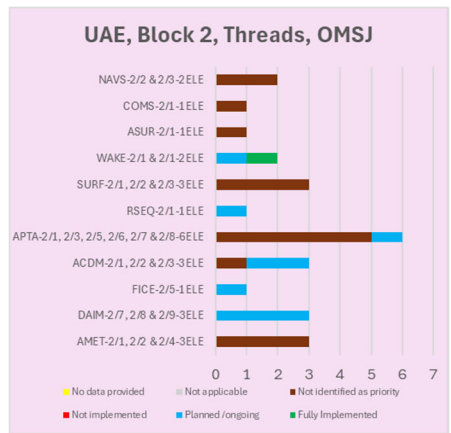
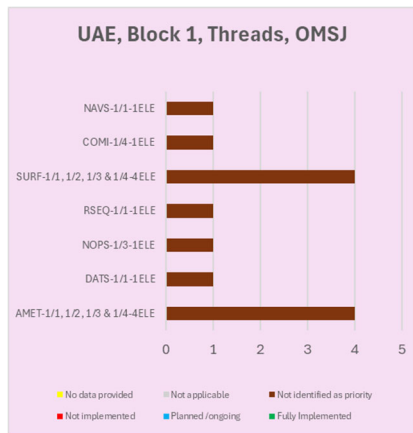
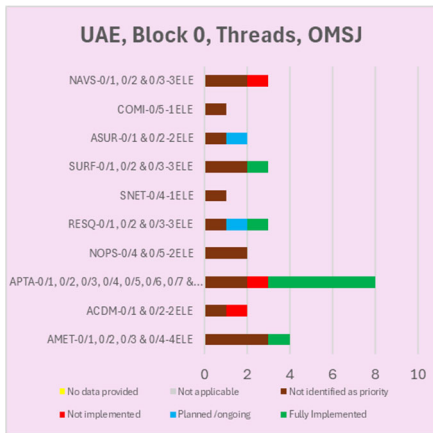
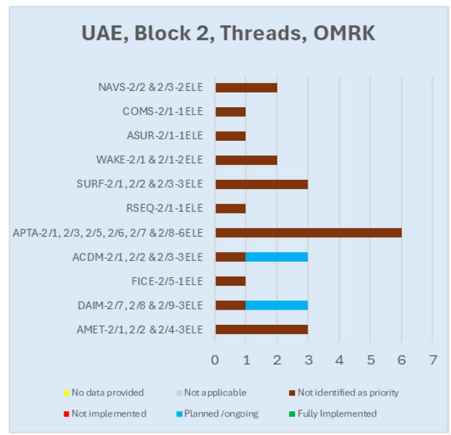
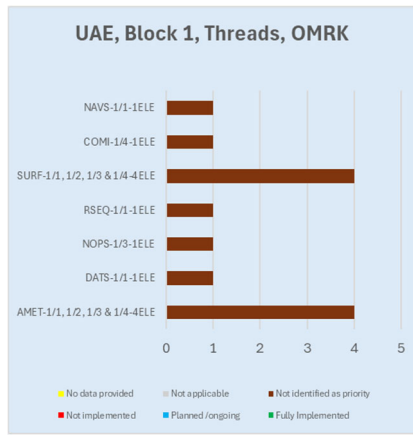
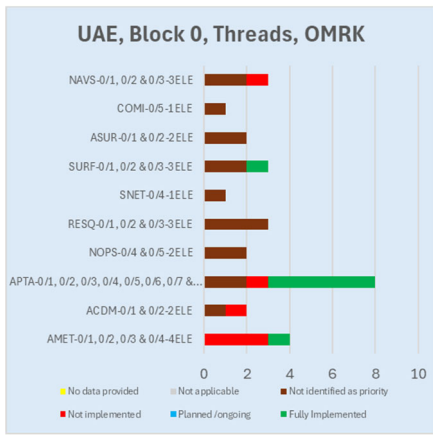




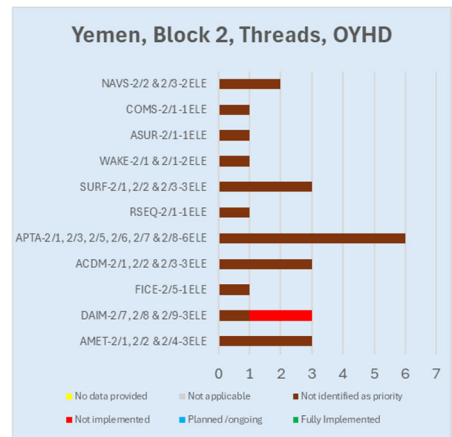
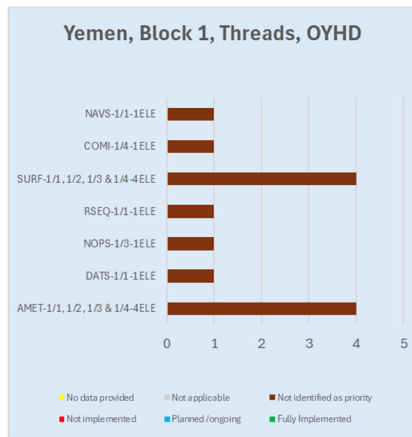
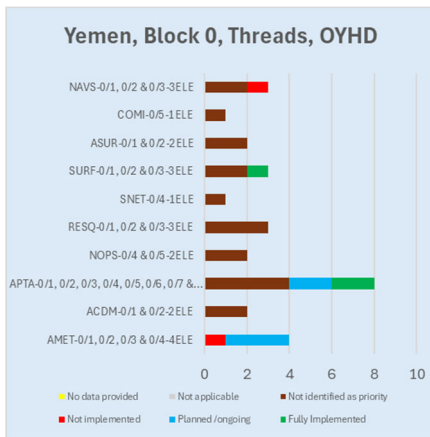
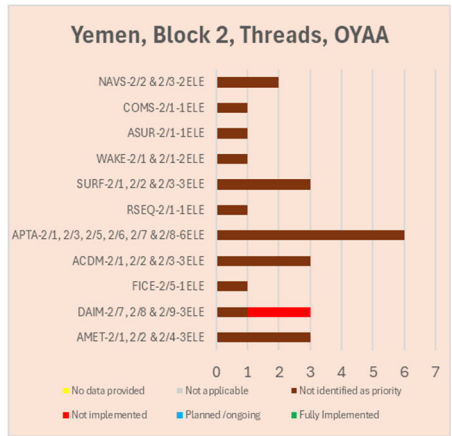
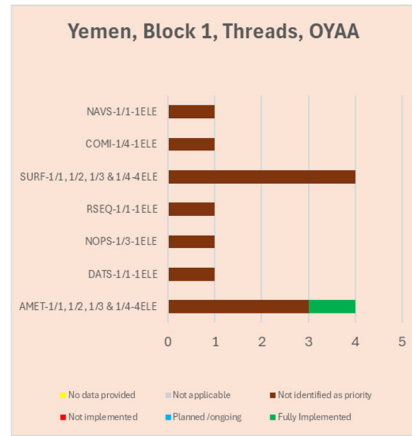
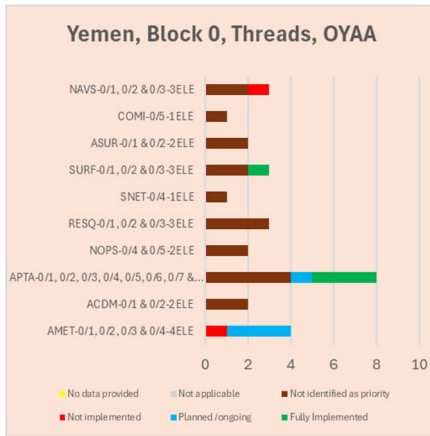
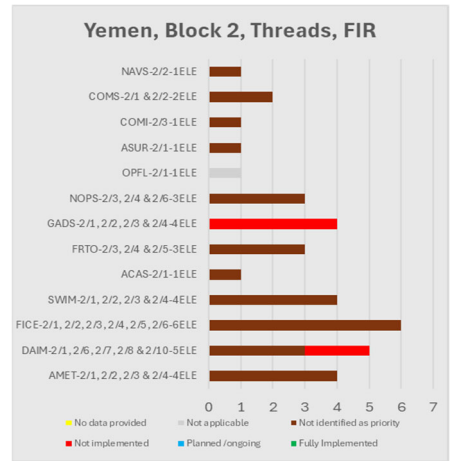
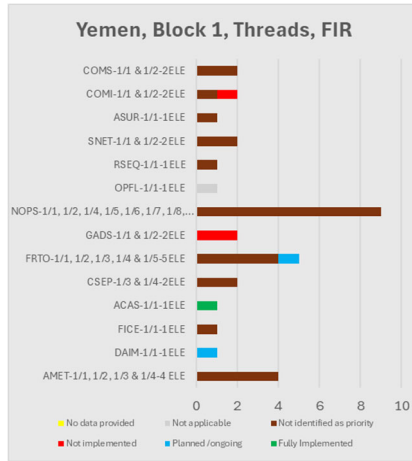
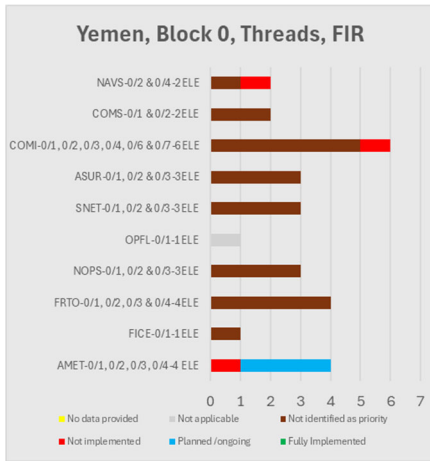
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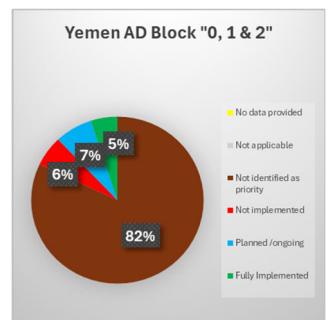
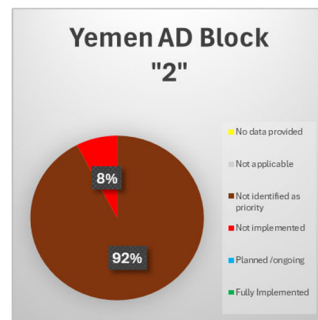
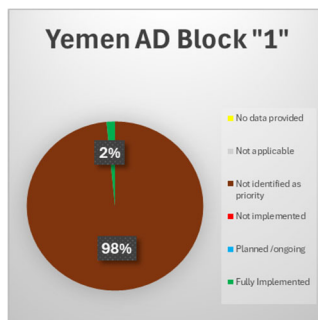
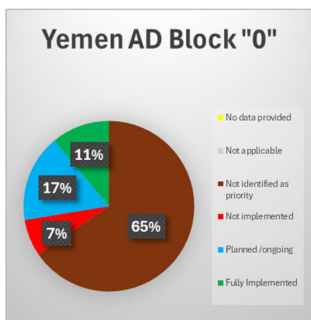
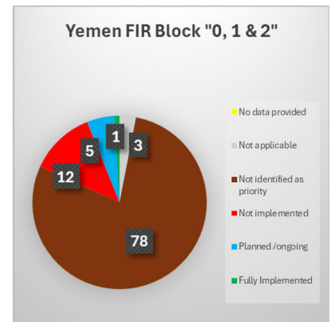
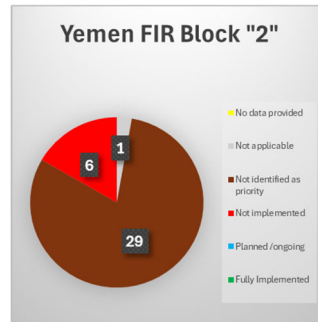
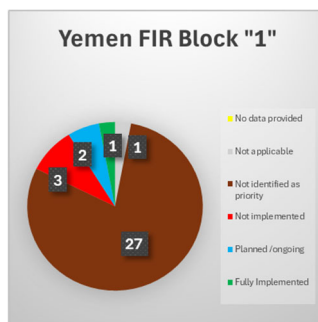
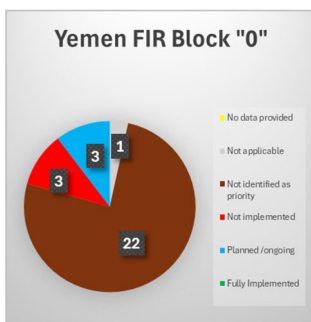
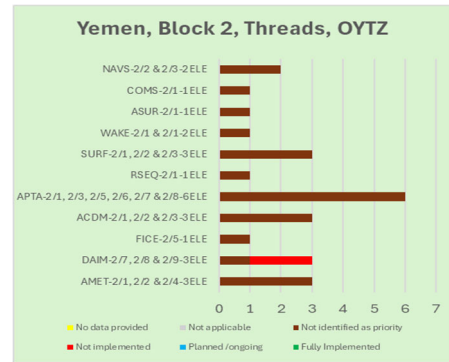
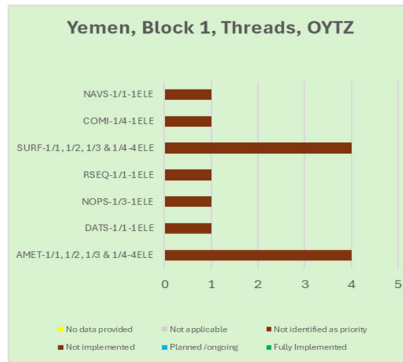
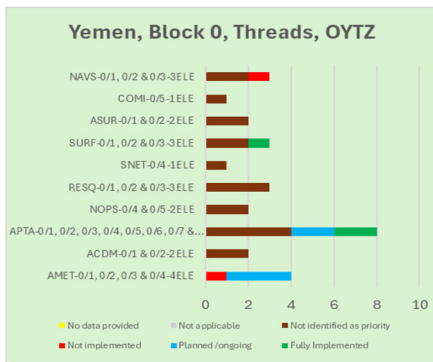
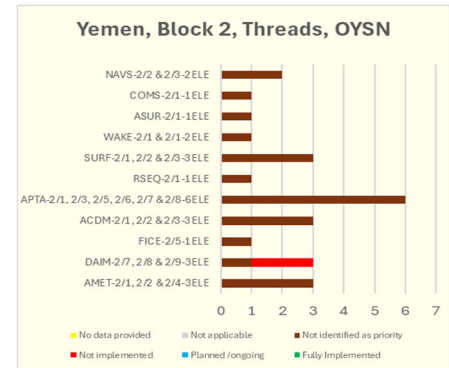
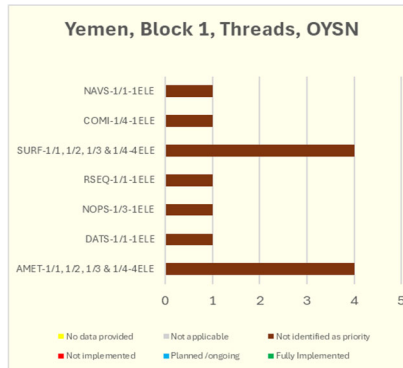
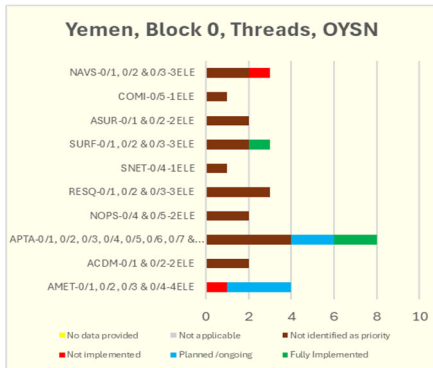
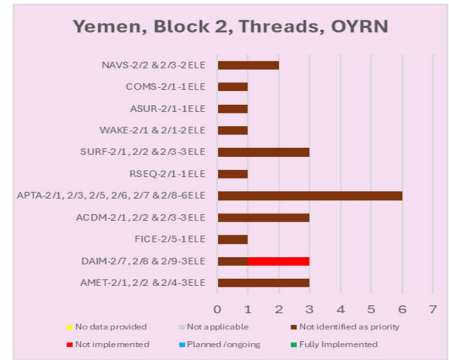
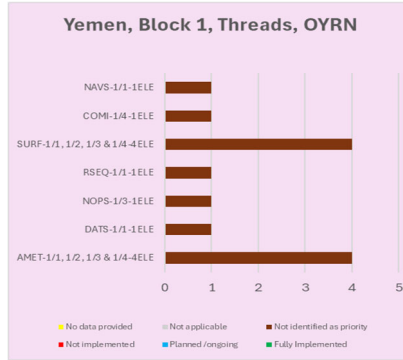
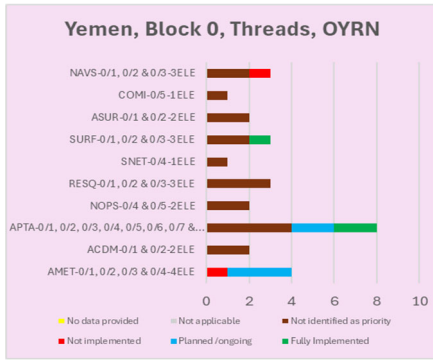




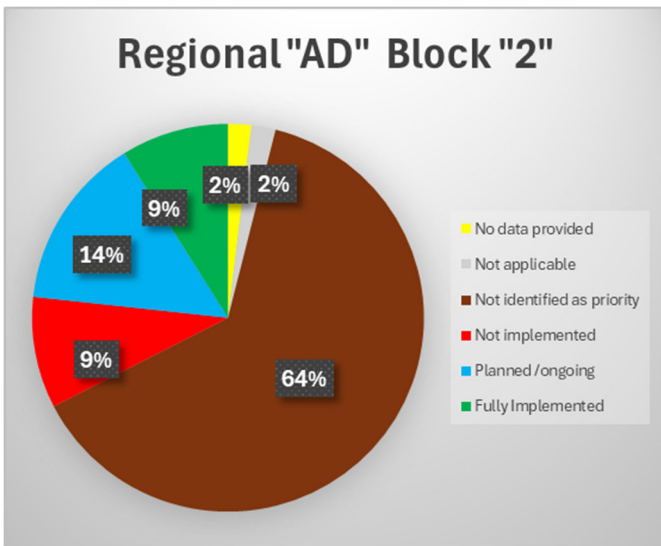
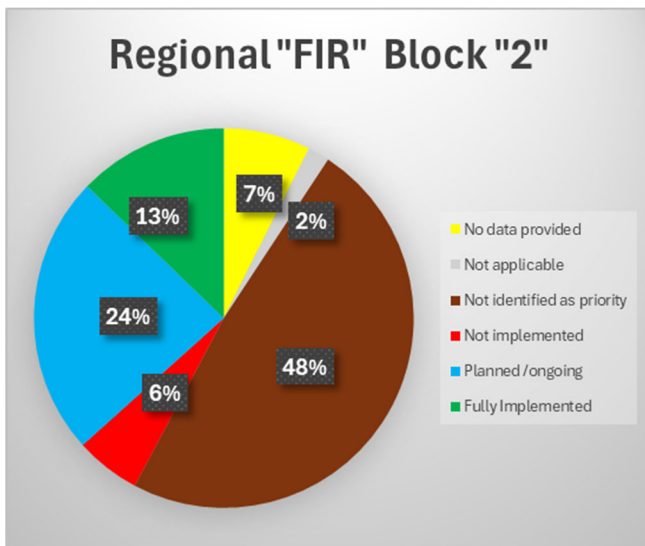
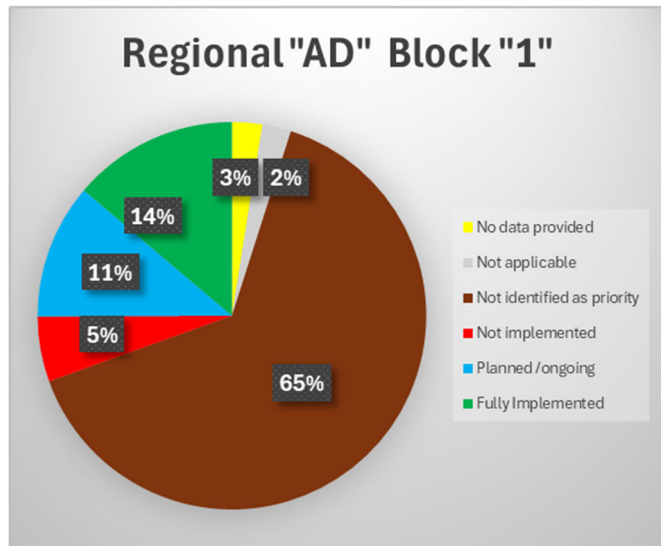
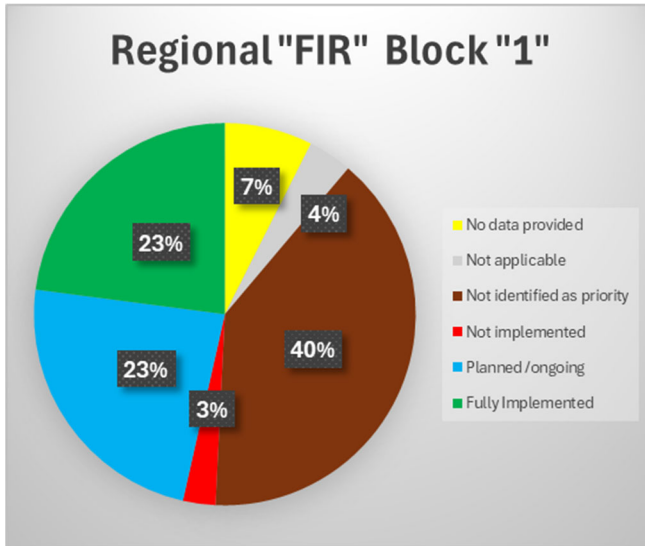
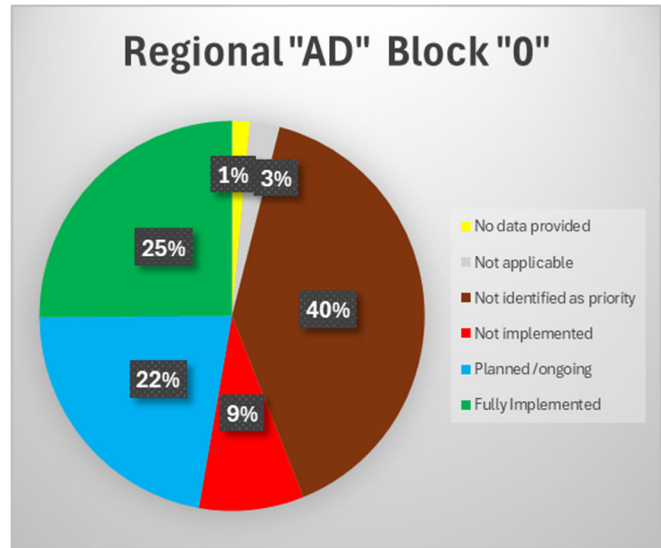
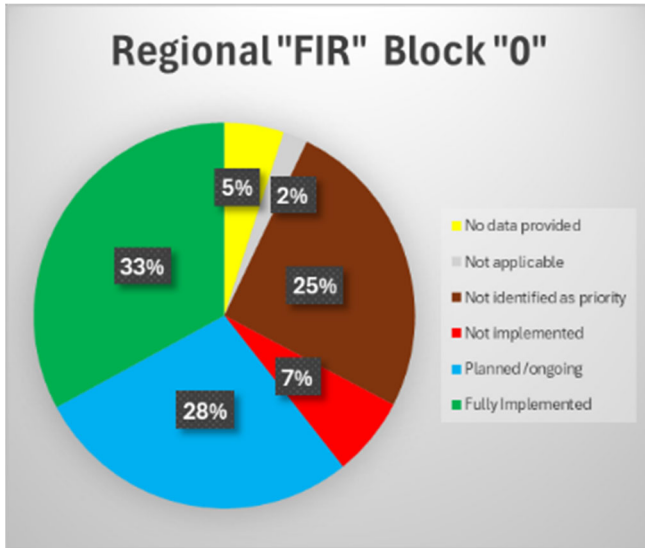


2.1.15 Yemen

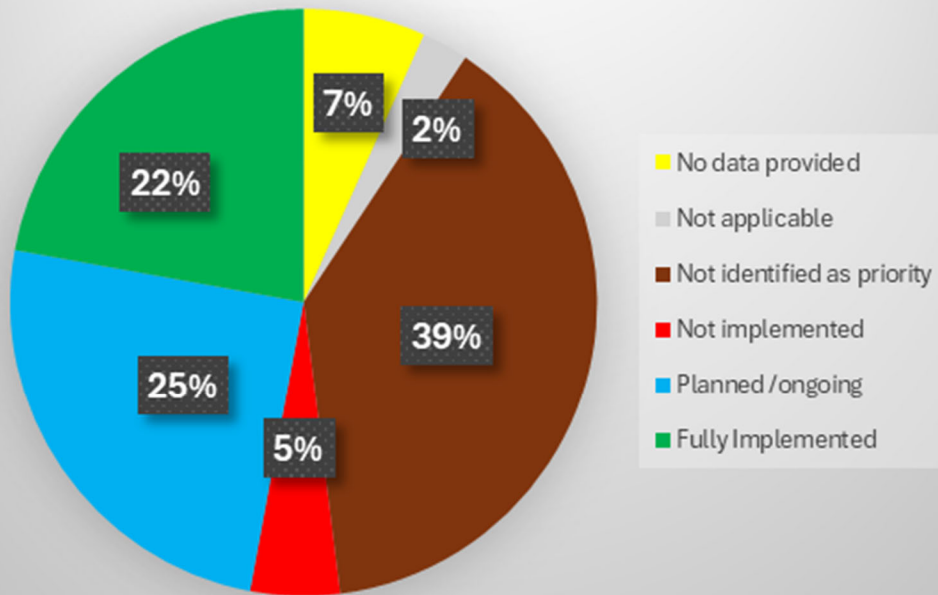




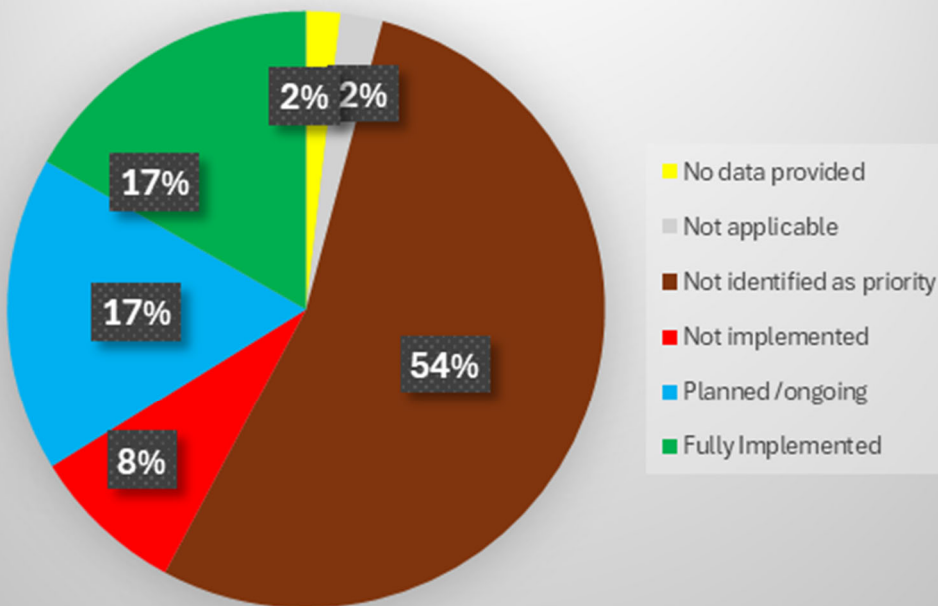
2.2 ASBU Implementation Status at Regional Level

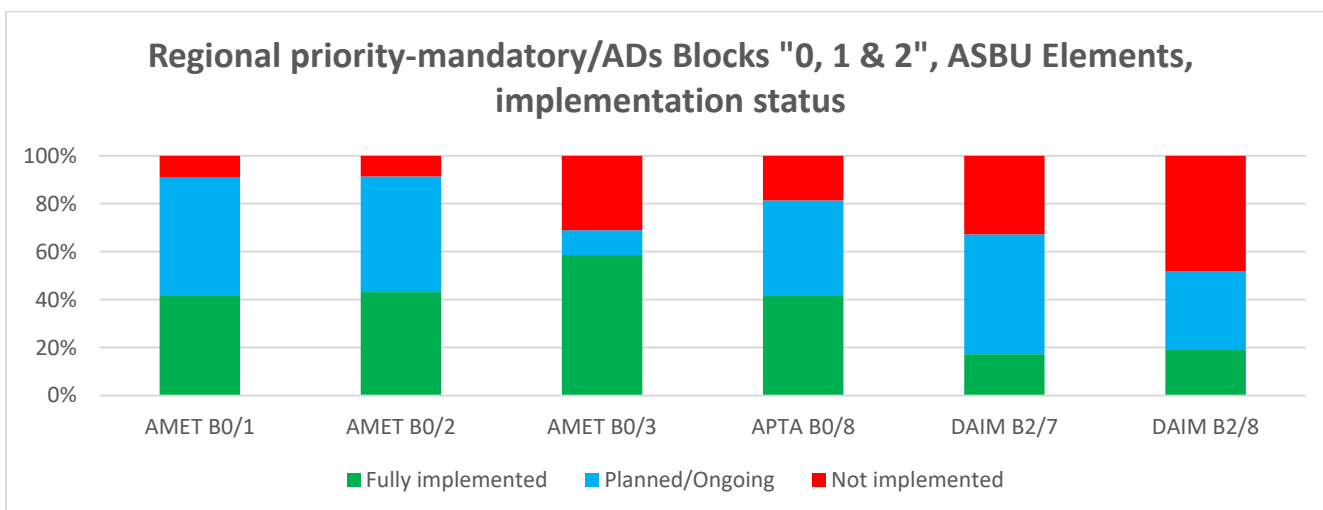
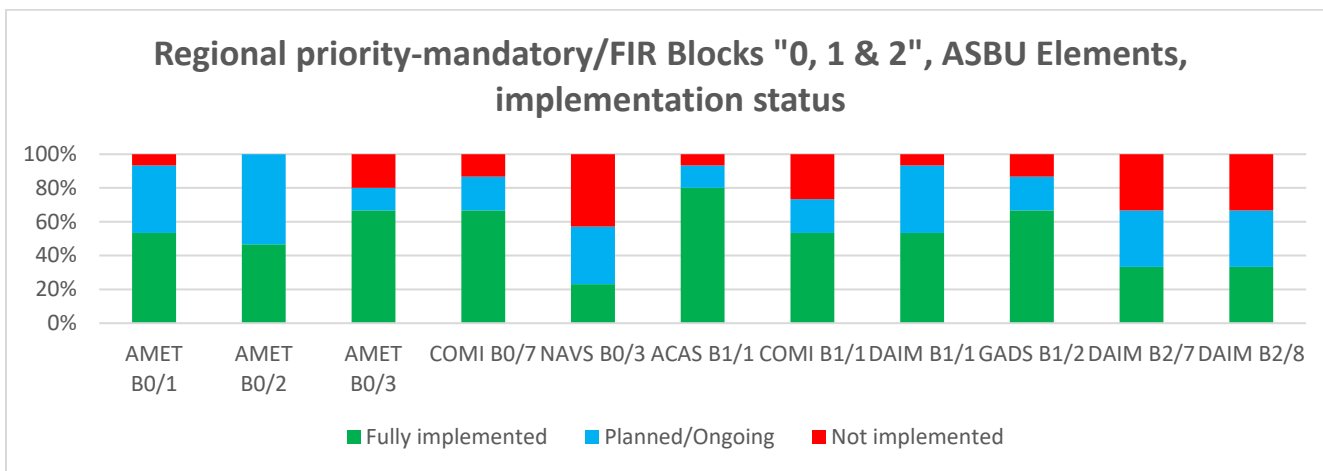


Regional "FIR" Block "0, 1 & 2"



Regional "AD" Block "0, 1 & 2"





The above bar charts illustrate the implementation status of ASBU Elements that have been identified as regional priorities, because they support the implementation of ICAO Standards and Recommended Practices (SARPs) or other agreed regional requirements, in order to achieve harmonization, interoperability, safety, efficiency, and capacity improvements across the MID Region.

The analysis is presented at both levels of granularity: State/FIR and Aerodrome/TMA. Overall, the implementation status at the State/FIR level is encouraging, particularly when ongoing and planned implementation initiatives reported by States are taken into account. In contrast, the level of implementation at the Aerodrome/TMA level remains comparatively low, indicating the need for increased efforts, resources, and coordination to accelerate the deployment of the relevant operational improvements.

Notwithstanding the positive progress achieved in several areas, the implementation of a number of ASBU Elements remains significantly below the expected level. In particular, limited implementation has been reported for DAIM B2/7 – Provision of Digital Terrain Data Sets, DAIM B2/8 – Provision of Digital Obstacle Data Sets, AMET B0/1 – Meteorological Observation Products, AMET B0/2 – Meteorological Forecast and Warning Products, NAVS B0/3 – Aircraft-Based Augmentation Systems (ABAS) and even APTA B0/8 - Performance based aerodrome operating minima – Basic aircraft. Given the importance of these elements for supporting safe and efficient air navigation operations and ensuring compliance with applicable ICAO provisions, States are encouraged to identify and address the challenges hindering their implementation and to prioritize the necessary actions within their national implementation plans.

3. NANP DEVELOPMENT AND SUCCESS STORIES

3.1 Status of development of National Air Navigation Plan (NANP)

National Air Navigation Plans (NANPs) constitute a key component of the performance-based planning framework established by ICAO, translating global and regional air navigation objectives into coordinated national implementation plans. The development and maintenance of NANPs enable States to identify their operational priorities, define implementation targets, and align national air navigation initiatives with the ICAO Global Air Navigation Plan (GANP) and the Middle East Air Navigation Plan (MID ANP).

The Table below presents the status of NANP development and maintenance by MID States.

State	Existing NANP	NANP up-to-date and fully aligned with GANP and MID ANP	NANP under development/ update	Date/planned date of development of NANP	Remarks
Bahrain	YES (Draft)	NO	YES	Aug-26	Continuous update/ improvement
Egypt	NO	NO	YES		Ongoing (Workshop conducted, 31 March - 2 April 2026)
Iran	NO	NO	YES		Ongoing (NANP committee was established) (Workshop conducted, 2-5 February 2025)
Iraq	NO	NO	NO		
Jordan	NO	NO	YES	Oct-26	Continuous update/ improvement (Workshop conducted, 27-29 May 2024)
Kuwait	YES	NO	YES	Nov-26	Continuous update/ improvement (Workshop conducted, 28 May-1 June 2023)
Lebanon	NO	NO	NO		
Libya	NO	NO	NO		
Oman	YES (Draft)	NO	YES	by the end of 2026	Continuous update/ improvement (Workshop conducted, 15-18 Dec 2025)
Qatar	YES	NO	YES		Continuous update/ improvement
Saudi Arabia	YES	YES	YES		Continuous update/ improvement
Sudan	NO	NO	NO		
Syria	NO	NO	NO		
UAE	YES	NO	YES		Continuous update/ improvement
Yemen	NO	NO	NO		

With regard to National Air Navigation Plans (NANPs), the Report indicates that their development across the MID Region remains at an early stage of maturity. While a number of States have initiated or developed draft versions of their NANPs, most States are still in the process of progressively refining,

updating and enhancing their draft documents to ensure full alignment with the ICAO Global Air Navigation Plan (GANP) and the MID Air Navigation Plan (MID ANP). Five States have indicated their intention to finalize and approve their first edition of the NANP by the end of 2026, reflecting a positive trend towards formalization of national performance-based planning frameworks.

The Report also highlights that States are continuously improving their draft NANPs through iterative updates, taking into account evolving operational requirements, implementation priorities, and feedback received through regional coordination mechanisms. In support of this process, the ICAO MID Regional Office has conducted national-level NANP workshops for five MID States upon their specific request, involving both regulatory authorities and service providers to strengthen coordination and enhance understanding of performance-based planning principles. The remaining States are encouraged to request similar workshops, as appropriate, to further support capacity-building efforts and accelerate the development and implementation of their NANPs in line with the GANP and MID ANP. Continued regional cooperation and targeted assistance will remain essential to strengthen national planning capabilities and ensure consistent progress across the Region.

3.2 MID States' Success Stories

Egypt - Cairo FIR Optimization Phase 2 and 3

This report assesses the operational performance and efficiency gains resulting from Phases 2 and 3 of the Cairo Flight Information Region (FIR) Optimization Programme. The analysis focuses on the period of heightened traffic associated with the MID Region contingency arising from regional political tensions, during which daily traffic reached 2,647 movements per day.

Despite the near doubling of traffic volume, operations were conducted safely and efficiently, with zero separation infringements and no reported Resolution Advisories (RAs).

The Benefits and Outcomes from Cairo FIR Optimization Phases 2 and 3 are as follows:

a) Direct route between (BLT-DATOK)

Benefits and Outcomes	
Distance Reduction	45.3 NM
Time Savings	Approx. 6 MINs
Fuel Efficiency	209.5 kg
Emissions Reduction per flight	662.1 kg
Emissions Reduction for the new ATS route per day	2648.24kg

b) Direct route between (MENKU- ANTAR)

Benefits and Outcomes	
Distance Reduction	4.9 NM
Time Savings	Approx. 1 MINs
Fuel Efficiency	22.7 kg
Emissions Reduction per flight	71.6 kg
Emissions Reduction for the new ATS route per day	6588.4 kg

c) Direct route between (DATOK- DARUR)

Benefits and Outcomes	
Distance Reduction	88.3 NM
Time Savings	Approx. 12 MINs
Fuel Efficiency	408.4 kg
Emissions Reduction per flight	1290.5 kg
Emissions Reduction for the new ATS route per day	41296.1 kg

d) Direct route between (KUNKI – TANSA)

Benefits and Outcomes	
Distance Reduction	14.7 NM
Time Savings	Approx. 2 MINs
Fuel Efficiency	68 kg
Emissions Reduction per flight	214.8 kg
Emissions Reduction for the new ATS route per day	9238.1 kg

e) Direct route between (DASUM – FYM)

Benefits and Outcomes	
Distance Reduction	19.5 NM
Time Savings	Approx. 3 MINs
Fuel Efficiency	90.2 kg
Emissions Reduction per flight	285 kg
Emissions Reduction for the new ATS route per day	57853.5 kg

f) Direct route between (BLT – SISIK)

Benefits and Outcomes	
Distance Reduction	21.3 NM
Time Savings	Approx. 3 MINs
Fuel Efficiency	98.5 kg
Emissions Reduction per flight	311.3 kg
Emissions Reduction for the new ATS route per day	10895.5 kg

g) Direct route between (PAXIS – OBRAN)

Benefits and Outcomes	
Distance Reduction	7.9 NM
Time Savings	Approx. 1 MINs
Fuel Efficiency	36.5 kg
Emissions Reduction per flight	115.5 kg
Emissions Reduction for the new ATS route per day	10160.3 kg

h) KUMBI-CVO (direct route)

Benefits and Expected Outcomes	
Distance Reduction	9.5 NM
Time Savings	Approx. 1 MIN
Fuel Efficiency	43.9kg
Emissions Reduction per flight	138.8 kg
Emissions Reduction for the new ATS route per day	6525.6kg

i) Direct air traffic route between (DATOK-PSD-MELDO-AMMAR)

Benefits and Expected Outcomes	
Distance Reduction	68.5 NM
Time Savings	Approx. 10 MINs
Fuel Efficiency	316.8 kg
Emissions Reduction per flight	1001.1 kg
Emissions Reduction for the new ATS route per day	10011.3kg

j) Direct route between (SISIK and NABSI)

Benefits and Expected Outcomes	
Distance Reduction	5.5 NM
Time Savings	Approx. 1MIN
Fuel Efficiency	25.4 kg
Emissions Reduction per flight	80.4 kg
Emissions Reduction for the new ATS route per day	3295.7 kg

k) Kufra (KFR) KURDI KHG Route

Benefits and Expected Outcomes	
Distance Reduction	88.4 NM
Time Savings	Approx. 13 MINs
Fuel Efficiency	408.9 kg
Emissions Reduction per flight	1292 kg
Emissions Reduction for the new ATS route per day	20671.5 kg

l) A Direct LIGAT KURDI KHG Route

Benefits and Expected Outcomes	
Distance Reduction	145.6 NM
Time Savings	Approx. 21 MINs
Fuel Efficiency	673.4 kg
Emissions Reduction per flight	2127 kg
Emissions Reduction for the new ATS route per day	34047 kg

m) Direct CDR1 (SALUN-CVO-SILKA)

Benefits and Expected Outcomes	
Distance Reduction	11 NM
Time Savings	Approx. 2 MINs
Fuel Efficiency	50.9 kg
Emissions Reduction per flight	160.8 kg
Emissions Reduction for the new ATS route per day	15272.7 kg

Jordan

In 2025, Jordan advanced its air navigation system on every front – a restructured Amman FIR, modernized CNS infrastructure, an accelerating AIS-to-AIM transition, and exceptional operational resilience – while passenger traffic crossed 10 million for the first time.

A Record Year for Jordanian Aviation



Amman FIR Airspace Restructure

- New airspace procedures — implemented**
 - Published 4 September 2025; effective 2 October 2025.
- Modernization project — completed (100%)**
 - Redesign of approach, departure and en-route procedures; budget JOD 2.07M (2023–2025).
- Compliance**
 - Fully aligned with ICAO provisions and the MID Regional Air Navigation Plan.

ICAO Enroute Chart — Amman FIR (OIAQ)

CNS Modernization

- Navigation — new VOR & ILS**
 - New VOR and ILS installed and fully operational at King Hussein Airport (Aqaba). ILS upgrade complete (100%).
- Resilience — DME/DME (2026)**
 - DME/DME network of 12 stations underway to support RNAV/RNP and reduce GNSS dependency.
- Regional role**
 - CARC chairs the MID CNS Sub-Group; high AMHS implementation maturity.

Doppler VOR (DVOR) — Aqaba (OIAQ)

DME/DME coverage — southern Jordan

CNS / ANS Projects Portfolio

Project	Period	Status	Cost (JOD)
WAM/MLAT surveillance — Aqaba & southern Jordan	2025–26	Ongoing - 95%	1,971,769
Jordanian airspace modernization (procedures & airways)	2023–25	Complete - 100%	2,068,719
ILS landing system upgrade	2024–25	Complete - 100%	956,579
Air navigation system — DME network (12 stations)	2025–26	Ongoing - 25%	1,640,365
Aviation surveillance / MET system upgrade	2025–26	Ongoing - 50%	949,907
Radio communication system upgrade	2024–25	Complete - 100%	650,000

JOD 8.2M+

Total CNS investment across the 2023–2026 portfolio

Highlights

- 3 of 6 projects delivered; 3 in progress.
- 100% radar coverage of Jordanian airspace achieved.
- Executed by CARC under the Ministry of Transport.

Full Radar Coverage — WAM/MLAT

100%

Radar coverage of Jordanian airspace

19

WAM/MLAT sites southern region & Aqaba

Target area

- Southern region / Aqaba — closing lower-airspace coverage gaps (95% complete).

Benefit

- Greater capacity, reduced separation and improved safety; supports the Aqaba economic zone.

WAM/MLAT surveillance coverage — Amman FIR

AIS-to-AIM Transition

- GAP analysis completed**
 - CARC completed a comprehensive AIS-to-AIM gap analysis against ICAO Annex 15 / PANS-AIM.
- FPD & eTOD implementation**
 - Specialists engaged for Flight Procedure Design and electronic Terrain & Obstacle Data.
- National collaboration**
 - Work with the National Geodetic body on terrain/obstacle data (TOD); hosted AIM SG/11 in Amman.

Why it matters

- AIM is the largest field of MID air-navigation deficiencies (~42%).
- Digital data (eTOD, AIXM) underpins PBN, SWIM and FF-ICE.

Flight Procedure Programme & PBN

- IFP packages reviewed & recommended for approval**
 - MIDFP reviewed and recommended approval of Instrument Flight Procedures for OJAI, OJAM and OJAQ — with flight-validation reports.
- PBN momentum**
 - Jordan hosted PBN SG/10 & the IFP Provision Workshop (Amman, Dec 2025).
- Capacity building**
 - Specialists engaged for in-house procedure-design capability at CARC.

OJAI

Queen Alia Intl

OJAM

Amman City

OJAJ

King Hussein

- Procedures designed to ICAO PANS-OPS (Doc 8168).
- Flight-validated and recommended for publication.
- Supports RNAV/RNP approaches and CCO/CDO operations.

United Arab Emirates

a) UAE AIP AI BOT Implementation

This initiative aimed to develop an Aeronautical Information Publication Artificial Intelligence Bot (AIP AI Bot), which utilizes machine learning and natural language processing technologies to process and analyze Aeronautical Information Publication (AIP) content, including all its associated files.

UAE AIP AI Bot enables the users of the AIP to submit queries in a conversational manner and receive accurate, structured, and context-aware responses. The system ensures that each response includes clear references to the relevant AIP sections, maintaining traceability, reliability, and compliance with applicable aeronautical information standards.

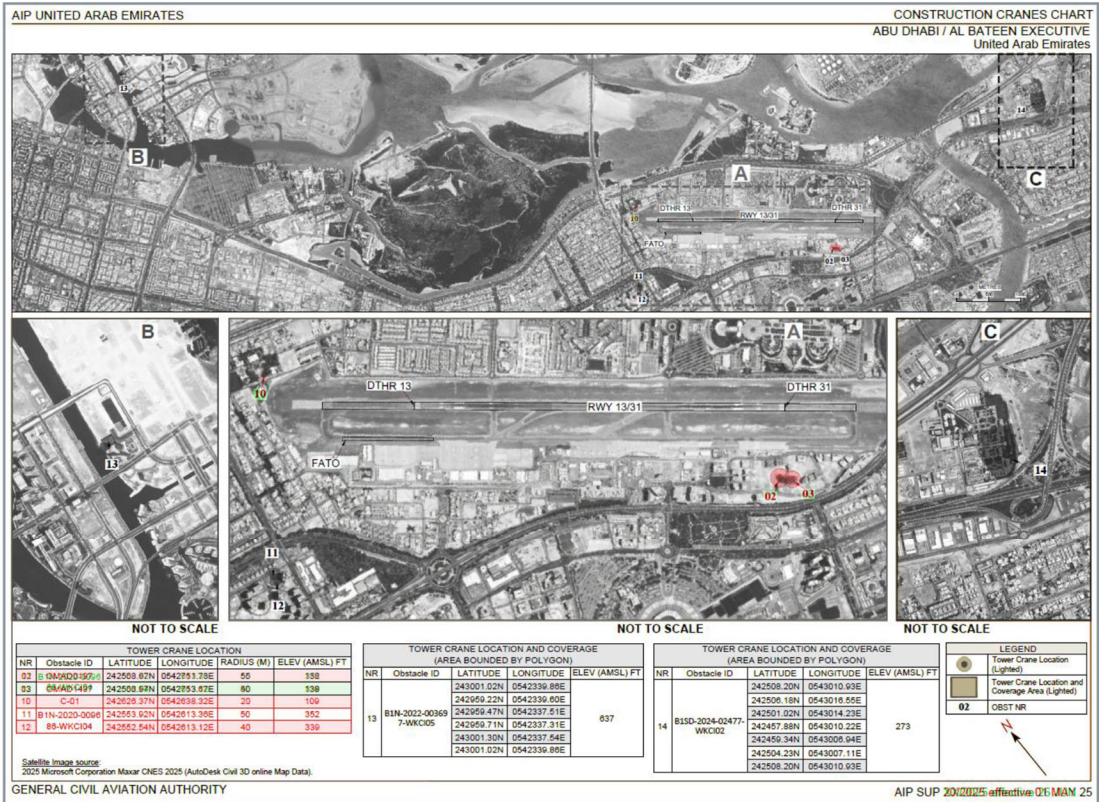
This solution provides an enhanced and innovative experience for customers and strategic partners by enabling fast, seamless access to aeronautical information. It significantly reduces the time required to locate relevant data and improve overall operational efficiency. Additionally, the AIP AI Bot is expected to reduce the volume of repetitive queries directed to the AIM team, thereby optimizing resource utilization and allowing personnel to focus on higher-value tasks. It will also support improved service delivery, data accessibility, and alignment with ongoing digital transformation initiatives within the Air Navigation Services ecosystem.

b) Utilizing AI in Production of AIM Products

The Aeronautical Information Management (AIM) at the UAE General Civil Aviation Authority (GCAA) has utilized available artificial intelligence tools such as ChatGPT and Copilot in the production of aeronautical information. These tools have been used to evaluate navigation change requests, extract PERM NOTAMs, perform geodetic calculations, and evaluate Electronic Terrain Data (ETOD) delivery files. Previously, manual calculations had to be performed using GIS software. Tasks involved coordinates conversion, plotting and manually derive distances and bearings. AI is capable of reading coordinates data. By utilizing AI tool such as ChatGPT coordinates are uploaded and prompted to perform plotting and calculation. AI performs geodetic calculations automatically.

Previously, chart comparisons were carried out manually using software such as AutoCAD and Bluebeam to identify changes to visually review the outputs to identify differences as part of the QA/QC process.

AI is capable of reading aeronautical charts in PDF format and perform comparison automatically. By utilizing AI tool such as ChatGPT submitted and published charts are uploaded and prompted to perform comparison and prepare summary of changes. AI automatically identifies changes such as positions, height modifications, and geometric shifts, and generates a summary report. Summary is utilized for comprehension and coordination with data originators if any observations.



Previously, full list of valid NOTAMs needs to be reviewed manually in order to identify permanent NOTAMs for inclusion in AIRAC Amendment of charts. AI is capable of reading NOTAMs in PDF format and perform analysis and extraction automatically. By utilizing AI tool such as ChatGPT valid NOTAMs in PDF format is uploaded and prompted to perform analysis and extraction of Valid PERM NOTAMs. AI automatically summarizes and extracts Valid PERM NOTAMs for decision making and inclusion in AIRAC Amendment of charts.

Previously, obstacle data attributes were manually extracted from AIXM SNAPSHOT file to excel in order to create obstacle data GIS shapefile. These shapefiles are utilized for depicting of obstacles on AIXM DB driven Charts. This process was totally manual and required a high level of focused attention to interpret data for extraction of obstacles information. AI is capable of reading AIXM format and perform analysis and extraction automatically. By utilizing AI tool such as ChatGPT Aeronautical Data in AIXM format is uploaded and prompted to perform analysis and extraction of obstacles information. AI automatically identify obstacle data attributes and generate list in tabular format.

c) Introduction of a new NOTAM series "C"

UAE NOTAM Office had identified significant rise in NOTAM requests due to the increased number of UAS activities. Consequently, NOTAM checklists often exceeded the allowable 1,800-character limit, necessitating manual splitting which increases workload, potential human errors (senders and receivers), and leads to potential delays in higher-priority NOTAM processing.

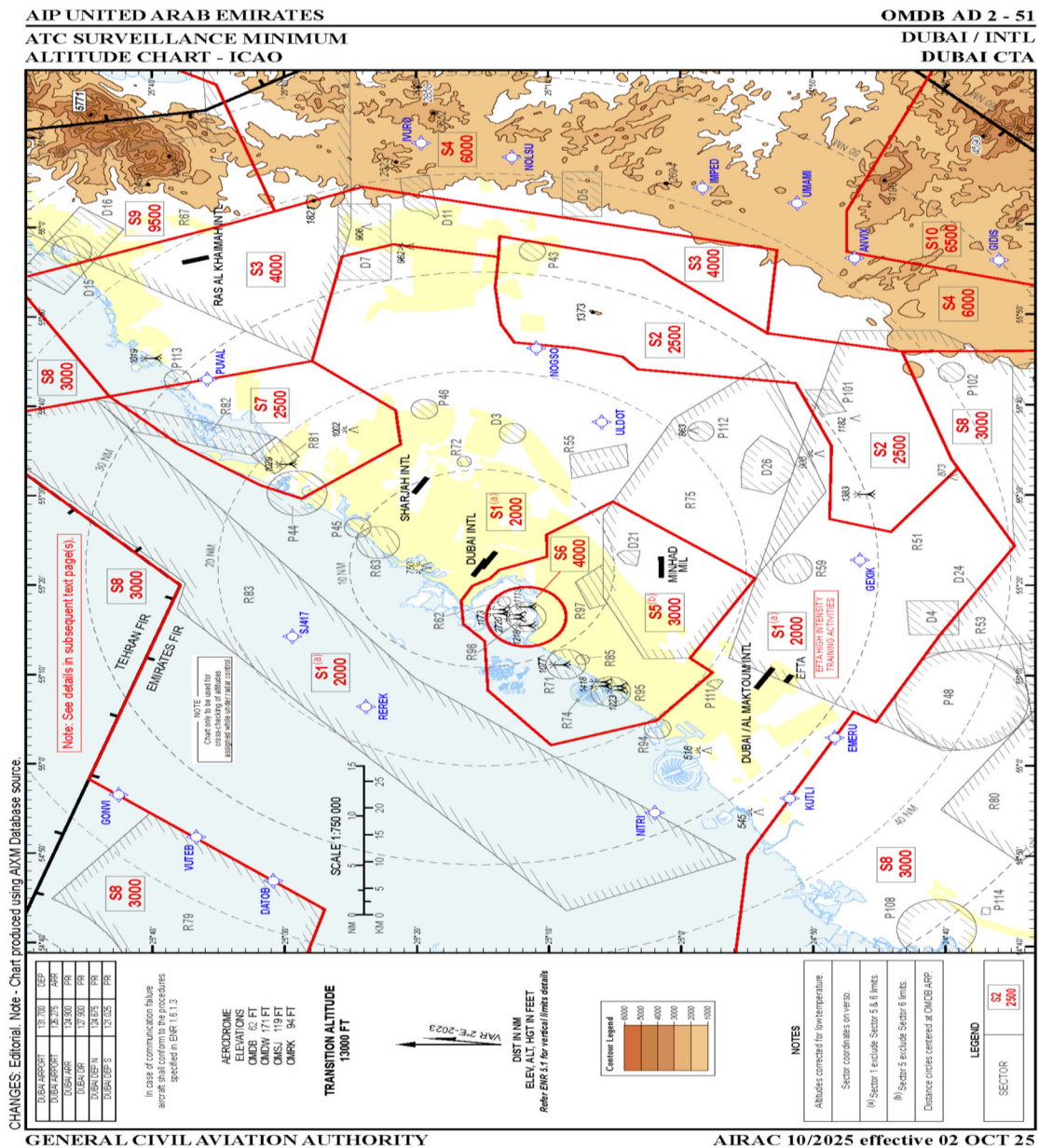
Based on GCAA AIM study in 2024, It was identified that many operations were limited to 400 feet and below which mainly impacts low level local operations. Hence, a proposal to introduce a New NOTAM Series was discussed with the regulator and NOTAM requesters. This series was to be used for low level

activities like UAS, UAV, fireworks and laser activities, at 400 FT AGL and below which are outside the CTR and Aerodrome Traffic Zone (ATZ).

AIC was issued in advance to advise about the new series and its details. AIC also invited users that wish to receive the new series to send their requests. The new series was introduced at the start of 2025. This initiative reduced NOTAM overload on international operators and eliminated the confusion of reviewing multi part NOTAM checklists for all UAE NOTAM users.

d) Production of ATC Surveillance Minimum Altitude using AIXM Database

The Aeronautical Information Management (AIM) at the UAE General Civil Aviation Authority (GCAA) successfully migrated legacy AutoCAD-based ATC SURVEILLANCE MINIMUM ALTITUDE charts into a structured Aeronautical Information Exchange Model (AIXM) digital data environment and published operationally.



e) Removing the registration requirements for the main AIM products

The GCAA had introduced a requirement that all users of their Services and Products were required to be authenticated using UAE Pass credentials. Due to this AIM customers faced issues related to access, especially from outside the UAE and restricted sensitive areas. Most popular AIM products like AIP and the Aeronautical Chart needed to be made available easily to airspace users.

As proof of UAE AIM's agility, the AIM Department engaged with GCAA IT to eliminate the registration and login requirements to overcome this limitation and to enhance customer satisfaction. This achievement shows the efforts made towards eliminating bureaucracy by Aeronautical Information Management (AIM) of the UAE General Civil Aviation Authority (GCAA).

f) Emirates ACC ATFM Unit and Daily ATFM Plan (ADP)

In August 2025, the United Arab Emirates established an Air Traffic Flow Management (ATFM) Unit at the Emirates Area Control Centre (ACC), marking a significant milestone in enhancing network performance and operational resilience. As part of this advancement, a structured ATFM Daily Plan (ADP) was introduced to support proactive and coordinated demand-capacity balancing across the Emirates FIR.

The ADP establishes a standardized daily planning framework that integrates multiple operational inputs to enable informed decision-making. This includes traffic demand forecasting aligned with sector capacity assessments, incorporation of real-time MET information, NOTAMs, and dynamic airspace availability, as well as collaborative coordination with key stakeholders including airlines, airports, and adjacent ANSPs. The process is further supported by continuous monitoring and the ability to implement tactical adjustments in response to evolving operational conditions.

The implementation of the ATFM Unit and ADP has delivered tangible operational improvements, including:

- Enhanced predictability and stability of traffic flows, particularly during peak demand periods
- Improved capability to manage disruptions and respond to high-demand or constrained airspace scenarios
- Strengthened collaborative decision-making (CDM) practices among national and regional stakeholders
- Establishment of a solid foundation for performance-based ATM, supporting future initiatives such as FF-ICE and trajectory-based operations.

This initiative represents a key step in the UAE's ongoing efforts to modernize airspace management, improve network efficiency, and align with ICAO global air navigation priorities.

g) Reduced Lateral Separation Minima (RLAT) Phase II

Phase II of Reduced Lateral Separation Minima (RLAT) was successfully implemented within the Emirates FIR in September 2025. This phase expanded the application of 3 NM lateral separation across additional airspace segments, particularly in high-density terminal interface areas.

The implementation was supported by:

- Comprehensive safety assessments and risk analysis
- System readiness validation and controller training
- Close coordination with adjacent ANSPs and airspace users

Achievements / Benefits

- ~33% increase in arrival and departure capacity per Transfer of Control Point (TCP)
- Reduced tactical interventions and enhanced controller efficiency

Enhanced regional coordination and cross-border traffic management

4. CONCLUSION

The MID Air Navigation Report – 2025 demonstrates that the MID Region continues to make steady progress towards the implementation of the ICAO GANP and the MID ANP. The results confirm the sustained commitment of MID States, Air Navigation Service Providers and aviation stakeholders to modernizing the air navigation system and implementing operational improvements that enhance safety, capacity, efficiency, resilience and environmental sustainability.

The analysis of ASBU implementation indicates that substantial progress has been achieved in the implementation of Block 0 Elements and that many Block 1 Elements have either been implemented or are currently under implementation. The high levels of implementation observed in several operational improvement areas demonstrate the Region's ability to successfully address established priorities and implement globally harmonized air navigation improvements. At the same time, the relatively low level of implementation of Block 2 Elements reflects both the longer-term implementation horizon and the increased complexity, resource requirements and operational dependencies associated with these advanced improvements.

The Report also confirms that the adoption of performance-based planning principles continues to evolve across the Region. While an increasing number of States have identified operational needs, implementation priorities and performance improvement objectives, further efforts are required to strengthen the systematic application of performance measurement and performance monitoring processes. In particular, the consistent use of ICAO Key Performance Indicators (KPIs), benefit realization assessments and data-driven decision-making mechanisms will be essential to support future planning and investment decisions.

With regard to National Air Navigation Plans (NANPs), the findings demonstrate growing awareness among States of the importance of establishing structured national planning frameworks aligned with the GANP and MID ANP. Although the overall maturity of NANP development remains relatively low, encouraging progress has been observed through the preparation and continuous refinement of draft NANPs by a number of States. The planned approval of the first edition of NANPs by several States before the end of 2026 represents an important milestone towards strengthening national ownership of air navigation planning and enhancing alignment between national, regional and global implementation objectives.

The Report further highlights the importance of maintaining strong regional cooperation mechanisms and implementation support activities. Significant differences in implementation maturity continue to exist among States, reflecting variations in operational requirements, institutional capacities, available resources and national priorities. Consequently, targeted assistance, capacity-building initiatives, technical cooperation and the sharing of best practices will remain critical to supporting States facing implementation challenges and to promoting a more harmonized level of air navigation development across the Region.

The Report serves as a key monitoring and assessment tool for the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG), providing a comprehensive overview of the status of air navigation implementation across the MID Region during the reporting period from January to December 2025. The reporting and analysis process could be further enhanced through the use of advanced business intelligence tools, such as Power BI, to support dynamic data visualization, and enable

more advanced analytics, interactive reporting, and deeper analysis of implementation trends and performance indicators.

Looking ahead, the successful implementation of the GANP and MID ANP will require continued commitment from all stakeholders, supported by effective governance, performance monitoring, resource mobilization and regional coordination. MIDANPIRG, its subsidiary bodies and implementation support mechanisms will continue to play a key role in facilitating collaboration, monitoring progress and identifying emerging priorities.

Overall, the findings of this Report provide confidence that the MID Region is moving in the right direction. By sustaining current implementation efforts, accelerating the development of National Air Navigation Plans, strengthening performance-based planning practices and enhancing regional cooperation, MID States will be well positioned to achieve the objectives of the GANP and MID ANP and to ensure the continued evolution of a safe, efficient, interoperable and sustainable air navigation system for the benefit of all airspace users.



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