
REPORT ON AGENDA ITEM 2: GLOBAL AND REGIONAL DEVELOPMENTS**2.1 Review of the ANC Report on MIDANPIRG/22 and RASG-MID/12 Meetings**

2.1.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting was apprised of the outcomes of the ANC review of the MIDANPIRG/22 and RASG-MID/12 report. The Secretariat highlighted the quality of the report and the congratulations of the President of the ANC for the achievements in the region, as well the appreciation expressed in the ANC report for the global increase in Effective Implementation throughout the region, for the establishment of the MENA RSOO, and for the successful efforts in planning towards the implementation of FF-ICE. The Secretariat also mentioned the challenges reviewed in the ANC report, including the cross-region ones - conflict zones and unrest, GNSS radiofrequency interference and airspace issues contributing in some cases to Large Height Deviations (LHD) – and the more specific issues – NASP and SSP coordination, insufficient human and financial resources in some of the States of the region, and the financial challenges of the MID Flight Procedures Programme (MID FPP). The Secretariat reiterated the interest of the ANC in receiving the MIDANPIRG's proposals for working arrangements.

2.1.2 The Secretariat presented the Consolidated Report to the Council on PIRGs and RASGs 2024-2025. In particular, this report highlighted the need to work on accurate and complete safety data beyond AIG, the vigilance to be observed as regards the participation to PIRGs and RASGs meetings at the appropriate level by Member States, the initiative of the ANC to identify the root causes of the global challenges and the encouragement to the Regions to share their respective working arrangements.

2.2 ICAO GLOBAL AND REGIONAL AVIATION SAFETY AND AIR NAVIGATION DEVELOPMENTS***Global Air Navigation and Safety Developments – Outcomes of A42***

2.2.1 The subject was addressed in PPT/3 presented by the Secretariat. The meeting was apprised of the outcomes of the 42nd ICAO Assembly (A42) including inter alia:

- Global Plans (GASP and GANP), with the latest editions of both plans adopted during the 42nd Assembly;
- The question of whether the Pilot Age Limit should be raised, to be based on solid medical data ;
- Air Traffic Management particularly the need for cross-regional airspace optimization strategy over high seas and globally harmonized approach for FF-ICE implementation;
- Search and Rescue, with a particular focus on cross-border emergency response and efforts to be undertaken to mitigate non-distress activations of ELT(DT)s;
- MET & SWIM, with the need for mitigation of safety risks from hazardous meteorological events (HMEs) and challenges related to SWIM;
- Communication, Navigation and Surveillance (CNS);
- GNSS RFI, including the need for ICAO to expedite efforts to standardize GNSS RFI related solutions
- Halon Replacement to ensure the continued availability of fire extinguishers for aircraft;
- USOAP CMA;
- Conflict Zones.

Enhancing Regional Collaboration to provide better Implementation Support to States with Highest Needs

2.2.2 The subject was addressed in PPT/4 presented by the Secretariat. The meeting was briefed by Mr. Mohamed Khalifa Rahma on MID Office vision for further enhancing regional collaboration and implementation support across the MID Region. The vision builds upon ICAO's global strategic goals and priorities and the MID Region NCLB Strategy, focusing on needs-based prioritization, regional solidarity, coordinated partnerships, practical implementation support, and sustainable capability development.

2.2.3 The meeting noted the importance of adapting regional support mechanisms to evolving operational realities and welcomed the proposed approach to strengthen coordinated implementation support and sustainable implementation outcomes across the Region, including the development and implementation of tailored action plans for States with the highest needs and the mobilization of support from ICAO, States, regional and international organizations, industry, donors, and other partners to better align regional capabilities with identified needs and enhance implementation effectiveness.

MID Region state of Air Transport

2.2.4 The subject was addressed in PPT/5 presented by the Secretariat. The meeting was apprised of the state of air transport in the MID Region. The following was highlighted:

- The global passenger and cargo traffic between 1970 and 2024, have demonstrated remarkable long-term growth, reflecting the resilience and strategic importance of the aviation sector to the global economy.
- By 2024, global aviation had not only recovered from the pandemic but surpassed pre-crisis levels. Compared with 2019, passenger traffic increased by 5.0 per cent, while air cargo traffic grew by 6.8 per cent.
- With regard to the traffic performed in the MID Region, both passenger and freight traffic have maintained positive growth trajectories since the post-pandemic recovery period.
- In relation with flight operations in the MID Region between late February and the end of May 2026, at the onset of the disruption, daily traffic fell dramatically from approximately 5,100 flights per day to 1,677 flights, representing a reduction of nearly 67 per cent. Following the initial shock, flight operations began a gradual recovery. By the end of May 2026, daily traffic had recovered to approximately 3,700 flights per day. Although this represents a substantial improvement from the lowest point observed during the crisis, traffic levels remained well below the pre-disruption baseline of over 5,000 daily flights. The upward trend line nevertheless suggests that recovery is ongoing and that the region is gradually rebuilding connectivity and operational activity.
- The MID Region has been one of the fastest-growing aviation markets in the world. Between 1995 and 2018, passenger traffic expanded at an average annual growth rate of 9.9 per cent, driven by rapid economic development, strategic geographic positioning, and the emergence of major global hub carriers. During this period, the region transformed into a critical gateway connecting Asia, Europe and Africa. Although the pandemic caused an unprecedented decline in traffic during 2020, the recovery was rapid and traffic returned to its long-term growth trajectory within a few years. Looking ahead, ICAO forecasts continued expansion through 2050 under all scenarios. Even under the conservative scenario, passenger traffic is projected to grow by 3.5 per cent annually, while the medium and high scenarios project growth rates of 4.3 per cent and 5.0 per cent, respectively.

- The pandemic caused a sharp decline in departures in 2020, but the market recovered in the following years. Looking ahead, passenger departures are projected to continue increasing through 2050, although at a more moderate pace, with an average annual growth rate of 3.2 per cent between 2018 and 2050.

USOAP SSP/SMS Update

2.2.5 The subject was addressed in PPT/6 presented by the Secretariat. The meeting was briefed on recent developments related to the integration of State Safety Programme (SSP) and Safety Management System (SMS) elements into the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA). Additional information on the implementation aspects and related requirements was provided through the SSP/SMS Workshop conducted under the RASG-MID/13 meeting agenda.

Regional Cooperation

2.2.6 The subject was addressed in PPT/7 presented by ACAO. It was highlighted that ACAO and ICAO MID coordination continued through, in particular, the conduct of joint activities, in accordance with the Regional Coordination Programme for 2022 – 2025, which contributed to the achievement of the GASP, MID-RASP, GANP and MID ANP goals and objectives. The meeting was apprised of the outcomes of the ACAO/ICAO MID ANS Safety Oversight Workshop (Rabat, Morocco, 18-22 May 2026). The presentation highlighted also some of the achievements of the Middle East and North Africa AIG Regional Coordination Mechanism (MENA ARCM); and emphasized on the importance of cooperation between all International and Regional Organizations for the benefit of States.

MID Region Contingency Coordination situation – Briefing and Lessons Learned

2.2.7 The subject was addressed in PPT/8 presented by the Secretariat. The meeting recalled the ICAO SARPs related to contingency planning, civil military coordination and safety measures relating to military activities potentially hazardous to civil aircraft operations. In addition, the MID Regional ATM Contingency Plan (MID Doc 003). The meeting was briefed about the ongoing work, content and methodology of the new Regional ATM Contingency Framework (RACF). The meeting reiterated that the objective of the new RACF aiming for across regional collaboration and harmonization, considering that the impact of any contingency event on international traffic flows is, in most cases, inter-regional.

2.2.8 The meeting was briefed on the situation of the current contingency situations in the MID Region, Khartoum FIR ATM Contingency, and the MID Region Political Tension Contingency.

2.2.9 The meeting appreciated the efforts by MID States in managing the contingency situation within the Region; and the swift coordination and cooperation with the MID Contingency Coordination Team (MID CCT), which enabled the swift exchange of operation data between States and ANSPs.

2.2.10 The meeting reviewed the lessons learned and challenges related to the contingency management, based on the experience gained from the frequent situations occurring within the Region. The meeting noted that the advance sharing of plans would support the success and efficiency the implementation of the contingency measures and invited all the stakeholders to share ahead plans related to the implementation of any contingency measures, including States/ANSPs and Air Operators.

2.3 UPDATE FROM STATES AND INTERNATIONAL ORGANIZATION

Cairo FIR Challenges

2.3.1 The subject was addressed in PPT/9 presented by Egypt. The meeting noted the contingency measures implemented during the MID Region Tension within Cairo FIR. The meeting noted that Cairo ACC handled about 226% of the regular traffic at the extreme of the crisis in a professional and safe manner, in coordination with the relevant neighbouring States in the MID and EUR/NAT Regions, and with the ICAO MID Office through the CCT process. The meeting appreciated the efforts made by Egypt during several contingency situations occurred in the Region.

The Modern Evolution of Air Traffic Management and New Air Routes

2.3.2 The subject was addressed in PPT/10 presented by Egypt, which highlighted the need for modern of Air Traffic Management and new ATS routes network to support the growing demand on Cairo FIR; to improve efficiency, protecting the environment, and ensuring safety. The meeting noted with appreciation the new route network implemented within Cairo FIR to support the initiative to reduce crossing points and develop a strategically separated network, to reduce ATC workload while supporting the international traffic flow.

From ATM Concepts to Operational Implementing

2.3.3 The subject was addressed in PPT/58 presented by Egypt. Egypt presented a strategic vision for the transition to ATM, including collaborative planning, ICAO GANP Alignment, Dynamic routes management, and active management of airspace capacity and traffic flow, planned to be implemented by the National Airspace Management Cell (NASMC), in coordination with Military and civil airspace users, Air Navigation Service provider, and other ATFM Stakeholders. To support the implementation of FUA, RAD, information management and other enablers towards the implementation of Trajectory Based Operations (TBO) and FF-ICE.

Update from Sudan

2.3.4 The subject was addressed in PPT/12 presented by Sudan. The meeting recalled that the contingency situation in Sudan and the activities of the Khartoum ATM Contingency Coordination Team (CCT) have started since April 2023; and reported that the traffic operating on the established contingency routes continued growing and reached 1747 overfly traffic during March 2026. While the arrivals and departures of Port Sudan airport reached 700 movements during April 2026. Additionally, Sudan reported that Khartoum airport resumed operations beginning of the 2026 and reached 252 domestic flight movements during April 2026.

2.3.5 The meeting was apprised of the current development of the civil aviation system recovery, including the availability of technical human resources, training and capacity building, and the restoration of the facilities particularly related to CNS and AIS. Sudan informed the meeting on the restoration of Khartoum Airport for international flights (ref. Sudan AIP SUPP 01/26, effective 11 June 2026), and the ongoing progress on completing the operational requirements to connect the airport with the ATS route structure within Khartoum FIR and the adjacent FIRs.

2.3.6 Additionally, Sudan updated the meeting on the status of drafting the Proposal for Amendment (PfA) to the AFI and MID ANPs for the delineation of Khartoum FIR and establishment of new Juba FIR, jointly developed with South Sudan.

State of Civil Aviation System in Lebanon

2.3.7 The subject was addressed in PPT/53 presented by Lebanon. The meeting was apprised of recent developments in the civil aviation sector in Lebanon following the establishment of the Lebanese Civil Aviation Authority (LCAA) in February 2026. The presentation highlighted progress achieved in strengthening the regulatory and institutional framework, including the modernization of national aviation regulations, enhancement of safety oversight capabilities, implementation of SSP-related initiatives, environmental programmes, and the development of aviation training capacity through the reactivation of the Civil Aviation Safety Center (CASC) in Beirut. The meeting further noted the training of Air Traffic Controllers and ongoing efforts to position CASC as a sustainable national and regional aviation training Centre.

2.3.8 The meeting noted Lebanon's request for continued ICAO support through the planned multidisciplinary gap analysis mission, capacity-building activities, regulatory modernization initiatives, safety management implementation, and digital transformation programmes. The meeting encouraged partners and stakeholders to support Lebanon's efforts aimed at strengthening institutional capacity, enhancing safety oversight effectiveness, and achieving sustainable compliance with ICAO requirements.

Update by Libya: Air Navigation Developments (2023-2026): Progress, Achievements, and Future Plans

2.3.9 The subject was addressed in PPT/52 presented by Libya. The meeting noted recent developments in Libya's air navigation services and infrastructure. Libya highlighted the strategic importance of the Tripoli FIR as a key regional air corridor linking the EUR, AFI and MID Regions, supporting growing overflight traffic and regional connectivity. Significant achievements during 2023–2026 included the implementation of the AMHS system, restructuring of ATS routes, enhancement of communication infrastructure, establishment of contingency arrangements, updating of regulatory frameworks, and strengthening coordination with neighbouring States.

2.3.10 The meeting further noted ongoing initiatives related to radar and ADS-B deployment, VHF network expansion, navigation aid upgrades, PBN implementation, aerodrome surveys, and the transition from AIS to AIM. Future plans include further modernization of air navigation systems, advancement of digital transformation and SWIM readiness, enhancement of surveillance coverage, and continued alignment with ICAO provisions and regional air navigation priorities.

2.3.11 The meeting noted that continuing airspace restrictions affecting portions of Libyan airspace remain a significant challenge, impacting traffic growth, operational recovery, and the full realization of the State's air navigation potential. The need for specialized technical training and capacity-building in advanced ANS domains was also identified as a priority.

2.3.12 The meeting commended Libya for the progress achieved despite the challenges faced and encouraged continued cooperation with ICAO and neighbouring States in support of the implementation of its development programmes.

Strengthening Pre-Flight Information Service in Yemen

2.3.13 The subject was addressed in PPT/70 presented by Yemen. The meeting was apprised of Yemen's experience in addressing a deficiency related to the provision of Pre-Flight Information Services (PFIS) at international airports. The presentation highlighted the measures implemented to strengthen AIS operational capability, including the recruitment and training of AIS personnel, deployment of staff to support PFIS functions, and implementation of structured on-the-job training programmes.

Effective SAR Coordination and Evidence Based Assessment in the MID Region

2.3.14 The subject was addressed in WP/54 presented by UAE. The meeting emphasized that the Annex 12 requirements should be the bases of the SAR system implementation. The meeting recalled the discussion during the ICAO Assembly 42 on the same subject and noted that the ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue (JWG-SAR) were considering the matter with a view to IAMSAR amendments. The meeting noted that the next JWG-SAR is planned in November 2026, in Malmo, Sweden; additionally, the meeting deferred the relevant discussion to the MID ATM SG.

Harnessing Artificial Intelligence to enhance aviation safety and efficiency

2.3.15 The subject was addressed in WP/61 presented by USA. The meeting noted the FAA approach to harnessing Artificial Intelligence (AI) as a strategic enabler to enhance aviation safety and efficiency through improved data fusion, advanced analytics, anomaly detection and predictive safety intelligence. The meeting was informed that AI provides an opportunity to support the evolution of aviation safety management from a reactive model based on accident and incident investigation towards a proactive, predictive and progressively prognostic approach, enabling earlier identification of hazards and precursor conditions. The meeting was also apprised of the development of the Aviation Safety Intelligence Platform (ASIP), which uses shared AI/ML infrastructure to generate timely and actionable safety intelligence while supporting collaboration between the FAA and industry stakeholders.

2.3.16 The meeting emphasized that AI should be deployed in a safe, ethical, transparent, secure and reliable manner, and should support, rather than replace, expert human judgement. The meeting highlighted the importance of a use-case driven approach, supported by high-quality and well-governed data, appropriate technical infrastructure, AI-ready workforce capabilities, and robust oversight and accountability mechanisms. The meeting further encouraged States and stakeholders to consider the application of AI in safety management and operational efficiency, while promoting a positive reporting culture, protection and de-identification of safety data, transparency of analytics, and cooperation on common frameworks for the testing, validation and verification of AI systems.
