REPORT ON AGENDA ITEM 3: COORDINATION BETWEEN MIDANPIRG AND RASG-MID

3.1 *Follow-up on the PIRG/RASG MID Conclusions and Decisions*

3.1.1 The subject was addressed in WP/13 presented by the Secretariat. The meeting reviewed the progress made for the implementation of the PIRG-RASG Conclusions and Decisions as at **Appendix 3A**.

3.2 *Safety Subjects of interest to MIDANPIRG*

MID Region Safety priorities and Status of Safety Performance

3.2.1 The subject was addressed in PPT/14 presented by the Secretariat.

3.2.2 Based on the analysis of the reactive and proactive safety information for the period 2020-2024, the safety priorities defined for the MID Region are:

Regional Operational Safety Risks

a. Runway Excursion (RE) and Abnormal Runway Contact (ARC) during landing;
b. Loss of Control Inflight - (LOC-I);
c. Mid Air Collision- (MAC)
d. Controlled Flight into Terrain- (CFIT); and
e. Runway Incursion- (RI).

3.2.3 In line with GASP 2026-2028 Edition, the meeting noted that SCF-NP and TURB are considered as other regional occurrence categories. In addition, the meeting noted that safety issues have been identified and mapped to their respective potential accident outcomes.

Organizational issues

a. States' Safety Oversight Capabilities;
b. Safety management;
c. Human Factors & Human Performance;
d. Competence of personnel; and
e. Risk interdependencies.
   - Cybersecurity risks
   - GNSS Interference Risks
   - aviation health safety (AHS) risks
   - Risks arising from conflict zones, and
   - Security risks with an impact on aviation safety.

Emerging Safety Issues

3.2.4 The meeting noted that the following have been identified as Emerging Safety Issues: Advanced Air Mobility (AAM) and New Entrants including UAS and EVTOL.

3.2.5 The meeting was apprised of the status of the MID Region Safety performance.

MID-RASP 2026-2028: IMPLICATIONS FOR AIR NAVIGATION

3.2.6 The subject was addressed in PPT/15 presented by the Secretariat. The meeting was apprised of the development of RASP-MID 2026-2028 Edition including the Safety Enhancement initiatives (SEIs) and the MID Region Safety Performance Measurement and Monitoring (SPMM).

3.2.7 The meeting was briefed that the MID Regional Aviation Safety Plan (MID-RASP) presents the strategic direction for the management of aviation safety at the regional level. It constitutes the regional safety plan for the MID Region, setting out the strategic priorities, main risks affecting the regional aviation system, and the necessary actions to mitigate those risks to further improve aviation safety.

3.2.8 The meeting noted that, in order to effectively address regional operational risks, organizational safety challenges, and emerging aviation safety issues, a total of 18 Safety Enhancement Initiatives (SEIs) comprising 58 associated safety actions have been developed.

3.2.9 The meeting further noted that the SEIs provide a structured framework for coordinated action by States, industry stakeholders, and regional safety partners to address the MID Region's key safety priorities.

3.2.10 The meeting encouraged States and stakeholders to actively support the implementation and monitoring of the MID-RASP to achieve the region's safety objectives and targets.

CAPACITY DEVELOPMENT FOR ADVANCED AIR MOBILITY AND EMERGING TECHNOLOGIES

3.2.11 The subject was addressed in WP/55 presented by UAE. The meeting noted with appreciation the UAE's experience in supporting capacity development and regulatory preparedness for Advanced Air Mobility (AAM) and emerging technologies, in response to RASG-MID Conclusion 12/6. The meeting was informed that the UAE programme, conducted in cooperation between the GCAA, Technology Innovation Institute (TII), ASPIRE, industry and research organizations, addresses regulatory frameworks, operational concepts, data governance, interoperability considerations and stakeholder engagement.

3.2.12 The meeting recognized that MID States are at different levels of preparedness for AAM implementation and emphasized the importance of early regulatory readiness, safety risk management, performance-based and technology-neutral approaches, and close coordination among regulators, ANSPs, airport operators, industry, academia and technology providers.

3.2.13 The meeting encouraged the periodic exchange of experiences, lessons learned and best practices among MID States and relevant stakeholders, with a view to avoiding duplication of effort, supporting capacity development, and promoting the safe and harmonized integration of AAM and other emerging technologies within the MID Region.

3.3 *Air Navigation Subjects of interest to RASG-MID*

SAFETY ISSUES IDENTIFIED IN THE RVSM SMR-2025

3.3.1 The subject was addressed in PPT/16 presented by the Secretariat. The meeting was apprised of the results of the Safety Monitoring Report (SMR) 2025, particularly related to the opened safety protocols at the regional interfaces and the current list of Minimum Monitoring Requirement including the status of the RVSM approvals for the Aircraft registered within the MID Region. In this regard, the meeting noted that out of 2099, 98 Aircraft are yet to be monitored, in accordance with the MIDRMA MMR requirements.

3.3.2 The meeting invited all member States to review and adhere to their MMRs, which are accessible on the MIDRMA website (*www.midrma.com*).

GNSS RADIO FREQUENCY INTERFERENCE (RFI)

3.3.3 The subject was addressed in PPT/17 presented by the Secretariat. The meeting was apprised of the ICAO GNSS RFI roadmap comprising ICAO short-, medium-, and long-terms actions and activities.

3.3.4 It was highlighted that a regional GNSS RFI monitoring network with near real time capabilities could enhance aviation safety and security. The system would enable detection of interference events and deliver timely alerts to ATC and pilots, supporting faster responses and effective mitigation.

GNSS RFI IN EGYPT – CHALLENGES AND MITIGATION STRATEGIES

3.3.5 The subject was addressed in PPT/11 presented by Egypt. The meeting acknowledged the challenges and operational impact associated with the GNSS RFI and noted Egypt's efforts to establish a backup conventional navigation network.

RADIO ALTIMETER

3.3.6 The subject was addressed in PPT/18 presented by the Secretariat. The meeting recalled the issue of 5G interference with radio altimeter, which in 2022 had a significant impact and disrupted aviation operations in several airports. This interference stemmed from 5G transmitters operating in spectrum bands adjacent to those used by radio altimeters.

3.3.7 The meeting noted with concern that the World Radiocommunication Conference in 2027 (WRC-27) will consider allocating additional spectrum adjacent to the radio altimeters' band for International Mobile Telecommunications (IMT), pending the outcome of ITU studies. However, these studies currently lack assessment of critical scenarios arising during abnormal or severe weather when aircraft may deviate below normal glide paths and operate dangerously close to terrain or obstacles. In these conditions, the radio altimeter serves as a vital lifesaving sensor. If interference corrupt radio altimeter data at the wrong moment, the consequences could be catastrophic.

3.4 *MID Region Aerodromes Priorities and Challenges*

3.4.1 The subject was addressed in PPT/19 presented by the Secretariat, which provided an overview of the future Aerodromes and Ground Aids/Aerodrome Operations (AGA-OPS) priorities and challenges for the MID Region. The meeting highlighted the need to maintain close coordination between MIDANPIRG and RASG-MID on matters of common interest related to aerodrome safety, operational efficiency, runway safety, aerodrome certification, surface movement safety, and implementation of emerging ICAO provisions and regional initiatives.
