REPORT ON AGENDA ITEM 5.1: FOLLOW-UP ON MIDANPIRG/22 CONCLUSIONS AND DECISIONS

5.1.1 The subject was addressed in WP/32 presented by the Secretariat. The meeting reviewed the progress made in the implementation of MIDANPIRG/22 Conclusions and Decisions. The actions taken by States and the Secretariat on the above-mentioned Conclusions and Decisions were reviewed, and the updated list is provided at **Appendix 5.1A**.

REPORT ON AGENDA ITEM 5.2: GLOBAL, REGIONAL AND NATIONAL AIR NAVIGATION PLANS (GANP, MID ANP AND NANPS)

GANP 8th Edition, New MID ANP Volume III and NANP

5.2.1 The subject was addressed in WP/33, WP/63 and WP/64 presented by the Secretariat and Saudi Arabia, respectively. The meeting was apprised of the outcomes of the RANP/NANP TF/3 and TF/4 meetings related to the endorsement of a new MID ANP Volume III.

5.2.2 The meeting recognized that further to the endorsement of the ANP Template (in 3 Volumes) by the Council in 2014, the GANP has gone through many amendments and additional Recommendations were formulated by the 13th and 14th Air Navigation Conference and the 39th, 40th, 41st and 42nd Assembly of ICAO endorsed a number of Assembly Resolutions, which have a direct impact on the regional planning and specifically on the ANP Volume III.

5.2.3 The meeting noted that the ICAO South American (SAM) Regional Office initiated an initiative in 2025 to address a longstanding challenge within the air navigation planning framework, namely, the lack of a standardized structure and methodology for ANP Volume III across ICAO Regions. The initiative consisted in a Mobility Assignment carried out by Mr. Mohamed Smaoui, Deputy Regional Director, MID Office, from 4 March to 5 June 2025 related to the Implementation and Harmonization of Volume III of the Air Navigation Plan. The main objective of the Mobility Assignment – SAM/1: Implementation and Harmonization of Volume III of the Air Navigation Plan was to carry out a benchmarking and comparative analysis of the existing Volume III of all ICAO Regional Air Navigation Plans. Based on this analysis, the project aimed to consolidate and validate, in coordination with all relevant stakeholders, a new harmonized Template for ANP Volume III that could be adopted across all ICAO Regions. This new Template would serve as a foundation for aligning regional and national air navigation planning and performance frameworks with the Global Air Navigation Plan (GANP), and could ultimately be submitted for consideration and approval by the ICAO Council.

5.2.4 The meeting reviewed and endorsed the MID ANP Volume III at **Appendix 5.2A** developed based on the new Template and slightly amended by the RANP/NANP TF/3 and RANP/NANP TF/4 meetings. The meeting urged the different MIDANPIRG subsidiary bodies to review and update the Global Priorities in Part II para. 1.3; the Regional Priorities at Part II para. 2.2 and the Regional Performance Objectives under Part II para. 2.4 of **Appendix 5.2A.**

5.2.5 The meeting agreed that coordinated regional action is needed to ensure that the MID-Air Navigation Plan (MID ANP) and the National Air Navigation Plans of MID States are aligned with the GANP 8th Edition.

5.2.6 The meeting underlined that States should apply a performance-based approach and a performance management process to identify national priorities and performance objectives, to report annually on the status of ASBU implementation and on the implementation of their performance objectives.

5.2.7 A structured programme of regional awareness, capacity-building, and coordination activities would support MID States in preparing their NANPs in line with the GANP 8th Edition and the MID ANP.

5.2.8 With regard to the measurement of and reporting on Air Navigation System Performance using KPIs (preferably ICAO KPIs), the meeting agreed that States should prioritize and limit the number of KPIs selected to those that are most relevant to their local and national operational contexts, considering the regional context.

5.2.9 Based on the above, the meeting agreed to the following Conclusions:

MIDANPIRG CONCLUSION 23/1: NEW AIR NAVIGATION PLAN VOL III TEMPLATE

That:

*a) the new MID Air Navigation Plan Volume III at **Appendix 5.2A** be presented to the ANC and Council for endorsement as the new Template for Volume III, in order to support harmonized planning and performance monitoring across ICAO Regions, streamline the implementation of the GANP and ASBUs, and foster the application of a Performance-Based Approach and development of NANPs by States; and*

b) ICAO HQ, in coordination with all Regional Offices, consider the organisation of Regional Workshops to foster harmonized implementation of the new ANP Volume III Template and development of NANPs by States.

MIDANPIRG CONCLUSION 23/2: NEW MID AIR NAVIGATION PLAN VOL III

That:

*a) the new MID ANP Volume III (Edition June 2026) at **Appendix 5.2A**, is endorsed;*

b) the MIDANPIRG subsidiary bodies further review to ensure full alignment with the GANP 8th Edition; and provide inputs related, in particular to the Global Priorities; the Regional Priorities and the Regional Performance Objectives related to their technical areas; and

c) the MID Air Navigation Strategy (ICAO MID DOC 002) is no longer in force and superseded by the new MID Air Navigation Plan Volume III (Edition June 2026).

5.2.10 The meeting highlighted that, while the ICAO GANP and MID ANP provide the strategic planning frameworks at the global and regional levels, the responsibility for planning and implementation at the national level rests with individual States. Therefore, the meeting agreed that States should pursue the progressive modernization of their air navigation systems, guided by local operational needs and aligned with regional priorities. This modernization should be detailed in the National Air Navigation Plan (NANP) and coordinated with other national aviation plans—such as those related to safety, environment, security, and facilitation—within a broader, integrated National Civil Aviation Master Plan (CAMP).

5.2.11 The meeting agreed that NANP should serve as a strategic roadmap for the evolution of a State's air navigation system. It outlines specific performance objectives, timelines, and investment priorities. It enables national stakeholders—including regulators, air navigation service providers (ANSPs), and airport operators—to prioritize initiatives with the highest operational, economic, and environmental returns. Moreover, the NANP supports strategic decision-making by identifying key areas for improvement, setting measurable targets, and ensuring resources are allocated where they will have the greatest impact. It plays a critical role in justifying investments, attracting funding, and engaging with international partners, while promoting coordination among national institutions to support high-impact, non-duplicative projects. In this sense, the NANP is not only a technical planning document but a strategic enabler—a tool to influence decision-making, align stakeholders, and enhance a State's international credibility. For long-term success and global interoperability, the NANP must remain aligned with ICAO's GANP and MID ANP, ensuring that the national air navigation system remains scalable, resilient, and fully integrated into the global aviation ecosystem.

From vision to delivery: Industry support to ICAO priorities for future skies

5.2.12 The subject was addressed in WP/51 presented by CANSO. The meeting was provided with an update on the activities of the Complete Air Traffic System (CATS) Global Council. It was reiterated that the objective of CATS is to foster a shared understanding of future aviation needs and to provide coordinated industry input to ICAO and States, supporting the evolution of global frameworks in a coherent and harmonized manner. CANSO highlighted ongoing regional engagement activities aimed at supporting implementation readiness, capturing regional priorities, and strengthening alignment between global initiatives and regional implementation pathways.

5.2.13 The meeting was apprised of the CATS Concept of Operations (CONOPS) for Future Skies, and its Transformation Phases:

- Phase 1: Digital Information Sharing and Infrastructure Transformation;
- Phase 2: Advanced Automation and Performance-Based Operations; and
- Phase 3: Seamless Skies

5.2.14 Based on the above, the meeting:

- recognized the importance of coordinated implementation approaches to support the evolution of future ATM systems;
- encourage States and stakeholders within the MID Region to engage in relevant CATS Working Areas and regional implementation activities; and
- encouraged continued alignment between regional planning activities and the evolving ICAO GANP and Minimum Implementation Path (MIP).

MID Air Navigation Report - 2025

5.2.15 The subject was addressed in WP/34 presented by the Secretariat. The meeting reviewed the MID Air Navigation Report - 2025 (MID ANR-2025) in **Appendix 5.2B** The meeting noted that 14 out of 15 States submitted the required data for the MID ANR - 2025, following MIDANPIRG Conclusion 22/4.

5.2.16 The meeting noted that the analysis is provided at two distinct levels of granularity, namely the State/FIR level and the aerodrome level, as applicable. 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 were observed in DAIM, COMI, COMS, NAVS, 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.

5.2.17 The meeting noted 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.

5.2.18 The meeting noted with appreciation 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.

5.2.19 The meeting noted that significant differences in implementation maturity continue to exist among States, reflecting variations in operational requirements, institutional capacities, available resources and national priorities. Consequently, it was underlined that targeted assistance, capacity-building initiatives, technical cooperation and 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.

5.2.20 With regard to National Air Navigation Plans (NANPs), the meeting noted with appreciation 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.

5.2.21 The meeting commended the RANP/NANP TF and the Secretariat for the development of a very comprehensive Report, which serves as a key monitoring and assessment tool for the 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. It was highlighted that 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.

5.2.22 The meeting agreed that, 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.

5.2.23 Based on the above, the meeting agreed to the following conclusion:

MIDANPIRG CONCLUSION 23/3: MID AIR NAVIGATION REPORT -2025

That, the MID Air Navigation Report-2025 is endorsed and be published by the ICAO MID Office.

5.2.24 The meeting also agreed to the following Conclusion regarding collection of data for the development of the MID Air Navigation Report – 2026.

MIDANPIRG CONCLUSION 23/4: MID AIR NAVIGATION REPORT -2026

That:

*a) States be urged to provide the ICAO MID Office by **31 January 2027**, with:*

i. an update on the status of implementation of ASBU Threads/Elements Block 0, 1 and 2;

ii. the progress achieved in the development of National Air Navigation Plan (NANP) and modernization of Air Navigation System;

iii. their success stories related to major achievements in the air navigation field in 2026; and

iv. a report on the Performance Objectives and Operational Improvements

implemented in 2026 or planned with a tracking of the performance achieved through KPIs, and an estimate of the tangible benefits accrued from the implementation of these operational improvements.

b) the MID Air Navigation Report - 2026 be presented to the MIDANPIRG/24 for endorsement.

MID ANS Monitoring Dashboard

5.2.25 The subject was addressed in PPT/35 presented by the Secretariat. The meeting recalled the offer received from Saudi Arabia during the ATM SG/9 meeting to develop an ATM monitoring Dashboard to support the monitoring activities, and the progress presented to the ATM SG/10 and MIDNAPIRG/22 meetings on the subject. The meeting was updated with the benefits, expectations, and features of the dashboard.

5.2.26 The meeting appreciated the efforts of Saudi Arabia related to the development of the Dashboard. The meeting noted that the RANP/NANP TF commended Saudi Arabia for its support to the ICAO MID Office in the development of a Dashboard to facilitate the collection, verification, and presentation of ATM-related data, as well as the ASBU implementation report.. In this respect, the meeting agreed that the title of the Dashboard should be "MID Region ANS Dashboard" and that the Dashboard should contain a part related to the implementation of ASBUs and the second part related to the status of implementation of other important non-ASBU ANS/ATM elements or subjects, such as Longitudinal separation, RVSM safety monitoring, etc. Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/5: DEVELOPMENT OF ANS MONITORING DASHBOARD

That, the MID Office coordinate with all States for the population of the ANS Monitoring Dashboard with relevant data; and present a progress report to MIDANPIRG/24.

5.2.27 The meeting highlighted the need for a general policy and governance guidance to maintain the integrity of the data, continued update and regular maintenance of the Dashboard, to allow consistent, accuracy, and timely input, validation, and management of monitoring data for all member States.

PfAs to MID ANP Vol I & II

5.2.28 The subject was addressed in WP/36 presented by the Secretariat. The meeting noted the progress of the following PfAs:

- Khartoum FIR/SRR-MID ANP Volume I,**;**
- Cairo FIR optimization project, Phase III-MID ANP Volume II,**;**
- Egypt and Libya ATS route restructuring at common boundary-MID ANP Volume II,

5.2.29 The meeting also agreed on the following draft PfAs:

- TABLE GEN II-1 - Homogeneous ATM areas -MID ANP Volume II; and
- TABLE ATM II-MID-3 –AIDC/OLDI APPLICABILITY AREA -MID ANP Volume II**.**

Development of the MID Regional System-Wide Information Management (SWIM) Framework and Coordinated CNS/AIM and MET Approach to the Transition From the Aeronautical Fixed Service

5.2.30 The subject was addressed in WP/62 presented by Saudi Arabia. The meeting discussed a proposal from Saudi Arabia related to the development of a coordinated regional approach

for the implementation of System-Wide Information Management (SWIM), integrating AIM, MET, CNS and future FF-ICE-related activities. The meeting recognized the cross-domain nature of SWIM and the need for a harmonized regional framework addressing governance, interoperability, information management, digital transformation, and the transition towards service-oriented information exchange in support of the GANP and ASBU framework. The meeting also noted the increasing importance of coordinated planning across air navigation domains to support emerging initiatives related to SWIM, FF-ICE, digital AIM, MET information services, and regional interoperability.

5.2.31 The meeting agreed that SWIM should be included in the agenda of future MIDANPIRG meetings as a standing agenda item. The meeting agreed also that the cybersecurity matters will remain under the CNS SG.

5.2.32 The meeting agreed that the existing RANP/NANP Task Force should be elevated to the level of a Sub-Group and expanded to address multidisciplinary air navigation matters of common interest. Accordingly, the meeting agreed to establish the Air Navigation Integrated Planning Sub-Group (ANIP SG) as a strategic and cross-domain forum responsible for supporting the implementation of the GANP, MID ANP, NANPs and regional air navigation priorities, coordinating regional activities related to SWIM and FF-ICE, and promoting regional interoperability and digital transformation initiatives.

5.2.33 The meeting agreed that the ANIP SG, which would be the MID Region SWIM governing body, should develop the MID Regional SWIM Framework. The meeting agreed also that the Terms of Reference (TORs) of the ANIP SG should be finalized during its first meeting. The TORs should include also emerging multi-disciplinary subjects such as innovation.

5.2.34 Based on the above, the meeting agreed to the following Decision and Conclusion:

MIDANPIRG DECISION 23/6: AIR NAVIGATION INTEGRATED PLANNING SUB-GROUP

That:

a) the Air Navigation Integrated Planning Sub-Group (ANIP SG) is established;

b) the *Terms of Reference (TORs) of ANIP should include the following: GANP, MID ANP, NANP, SWIM, FICE and Innovation;*

c) the *Terms of Reference (TORs) of ANIP should be finalized during its first meeting for final endorsement by MIDANPIRG/24; and*

d) the RANP/NANP Task Force is dissolved.

MIDANPIRG CONCLUSION 23/7: MID REGIONAL SWIM FRAMEWORK

That:

a) the ANIP SG is designated as the MID Region SWIM governing body;

b) the MID Regional SWIM Framework be developed by the ANIP SG, integrating inputs for the SWIM-supporting infrastructure workstream led by the CNS Sub-Group (through the MID AMC Steering Group) with two SWIM services workstreams led by the AIM and MET Sub-Groups; and

c) the MID Regional SWIM Framework be developed in accordance with the implementation guidance of the Manual on the SWIM Implementation (Doc 10203), including the development of regional SWIM governance bodies and roles and the development of regional SWIM policies, in particular a SWIM registry policy, an information-security policy and an information-service versioning policy.

REPORT ON AGENDA ITEM 5.3: AIM

5.3.1 The subject was addressed in WP/37 presented by the Secretariat. The meeting was apprised of the outcomes of the Twelfth meeting of the Aeronautical Information Management Sub-Group (AIM SG/12), held virtually on 21 & 23 April 2026; and the Second Meeting of the AIM Digitalization and Planning Task Force (AIMDP TF/2), which was convened back-to-back with the AIM SG/12 meeting.

5.3.2 The meeting was apprised of the significant developments at the global level, including the outcomes of the recent meetings of the ICAO Information Management Panel. Key areas addressed included the Digital Operational Reporting Information Service (DORIS), digital aeronautical data sets, global AIM implementation support, the future of aeronautical charting, and consequential amendments to Annex 4, Annex 15, and PANS-AIM.

ACR/PCR PUBLICATION STATUS

5.3.3 The meeting recalled that the ACR-PCR method became mandatory on 28 November 2024, replacing ACN-PCN, pursuant to Amendment 15 to Annex 14, Volume I, and MIDANPIRG/22 Conclusion 22/22. An AIP review revealed that only Jordan, Kuwait, Qatar, Saudi Arabia and UAE have published PCR information in their AIP. Egypt has initiated the transition, with PCR data partially published. The remaining nine MID States have yet to publish PCR information, representing a 60% non-compliance rate across the Region.

5.3.4 The meeting urged the remaining States to provide a specific target AIRAC cycle for publication and notify the ICAO MID Office accordingly without further delay.

GNSS AND NAVAID AIP PUBLICATION

5.3.5 The meeting noted inconsistencies identified in some MID States' AIPs, including missing technical details, discrepancies between published NAVAIDs and their actual operational use, and inconsistencies between GEN 2.5 and AD 2.19 entries. It was underscored that the publication of harmonized and accurate information on NAVAIDs in the AIPs is crucial for facilitating the implementation of Performance-Based Navigation (PBN), planning for GNSS contingencies, and optimizing navigation infrastructure.

5.3.6 The meeting urged States to review and harmonize their AIPs, particularly Sections GEN 2.5, ENR 4.1, AD 2.19, and ENR 4.3 (GNSS), to ensure full alignment with ICAO SARPs and associated guidance, and tasked the Secretariat to monitor States' progress and provide the necessary implementation support.

THE MIDAD PROJECT

5.3.7 The meeting recalled that the MID Region AIM Database (MIDAD) Project was established in 2013 under a Memorandum of Agreement, designed to support the regional AIS-to-AIM transition through a three-phase architecture (EAD migration, MIDAD Manager, MIDAD system deployment).

5.3.8 The meeting noted that after more than twelve years, progress under Phase A has remained critically limited: only one State has completed EAD migration, with one additional State under ongoing migration. The prerequisite threshold of seven (7) States required to trigger Phase B activation has not been met, and there is no realistic prospect of this threshold being achieved in the foreseeable future.

5.3.9 In light of the above, the meeting agreed that concluding the MIDAD Project in its current form is the appropriate and necessary course of action, and that regional efforts and resources should be reallocated toward the development of a MID Regional SWIM Framework for aeronautical information management. Therefore, the meeting agreed to the following Decision:

MIDANPIRG DECISION 23/8: MIDAD PROJECT

That the MID Region AIM Database (MIDAD) Project be concluded and the MIDAD Task Force be dissolved.

ADVANCING DIGITAL AIM AND SWIM IN THE MID REGION

5.3.10 The meeting agreed with the AIM SG on the following overarching Vision for the transition towards a trusted, digital, interoperable, and service-oriented AIM environment in the MID Region by 2034, supported by quality-assured digital datasets and SWIM-enabled information services: *"By 2034, the MID Region will have transitioned from a product-centric Aeronautical Information Service (AIS) to a trusted, digital, interoperable, and service-oriented AIM environment, in which aeronautical information is produced, managed, and exchanged as quality-assured, structured digital datasets encoded in ICAO-standard formats across SWIM-enabled information services, supporting seamless, reliable, secure, and efficient exchange of ATM-related information throughout the Region and beyond."*

5.3.11 The meeting further recognized System-Wide Information Management (SWIM) as a key enabler for the seamless exchange of ATM-related information and services and emphasized the importance of interoperability among SWIM implementations through standardized interfaces and harmonized technical infrastructure. In this regard, the meeting stressed the need to identify, develop, and endorse MID Region SWIM Technical Infrastructure (TI) Profiles as a regional priority.

MID REGION IMPLEMENTATION PLAN FOR DIGITAL DATA SETS

5.3.12 The meeting noted that the AIM SG/12 reviewed the MID Region Implementation Plan for Digital Data Sets (First Edition, 2026) at **Appendix 5.3A**, developed by the AIMDP TF under the co-leadership of Saudi Arabia and UAE. The Plan constitutes the authoritative regional framework for the structured, harmonized, and timely provision of five categories of aeronautical digital datasets in full compliance with ICAO SARPs.

5.3.13 The Plan addresses five digital data set categories, Terrain, Obstacle, AIP, Aerodrome Mapping (AMDB), and Instrument Flight Procedure (IFP) data sets, specifying what digital aeronautical data sets are required, how they should be produced and encoded, and when they should be made available. The meeting endorsed the plan and agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/9: REGIONAL PLAN FOR THE PROVISION OF DIGITAL DATA SETS

That:

*a) the MID Region Implementation Plan for the Provision of Digital Data Sets (First Edition, 2026) at **Appendix 5.3A** be endorsed and published on the ICAO MID Office website; and*

b) MID States be urged to develop and submit a National Digital Data Set Implementation Plan (NDIP), to the ICAO MID Office no later than 31 December 2026, and to submit annual progress updates thereafter.

AIM-ing FOR EXCELLENCE WORKSHOP

5.3.14 The meeting noted the successful outcomes of the Joint ICAO/IATA/Jeppesenf oreflight AIM-ing for Excellence Workshop held in Cairo, 10 – 12 November 2025, which brought together AIM professionals, data originators, and industry partners to advance the regional AIS-to-AIM transition. Building on this momentum, the meeting was informed that a follow-on Joint ICAO/IATA/Data Houses AIM-ing for Excellence Workshop is scheduled to be held in Cairo, 4 – 7 October 2026.

5.3.15 The meeting strongly encouraged States to ensure the participation of relevant multi-disciplinary AIM professionals, including regulatory authorities, ANSPs, and data originators, recognizing that broad and diverse stakeholder engagement is essential to translating workshop outcomes into concrete national AIM implementation actions.

Development of AIXM-Based AIP Digital Dataset Implementation Guidance in the MID Region

5.3.16 The subject was addressed in WP/82 presented by Saudi Arabia. The meeting reviewed the progress achieved by the AIM Digital Products Task Force (AIMDP TF) in developing regional implementation guidance for Digital Aeronautical Information Products and Services. The meeting noted that AIMDP TF Workstream 3, under the co-leadership of Saudi Arabia and the United Arab Emirates, had developed an AIP Digital Dataset Mapping Specification based on AIXM 5.1/5.1.1 covering key aeronautical information domains, including airspace, routes, waypoints, aerodromes, runways, and navigation aids. The meeting further noted that the specification was developed through a comprehensive analysis of ICAO Annex 15 and PANS-AIM requirements, regional gap assessments, and a review of international implementation practices.

5.3.17 The meeting welcomed the significant progress achieved by the AIMDP TF in establishing a practical foundation for the implementation of digital aeronautical datasets within the MID Region. The meeting recognized the importance of harmonized technical specifications, common data modelling approaches, and globally consistent guidance material to support the transition towards a fully digital aeronautical information environment and future SWIM-enabled information exchange. The meeting further noted the ongoing ICAO work on the development of Doc 8126, Part IV – Digital Aeronautical Information Products and Related Services, which is expected to provide additional implementation guidance to States.

5.3.18 The meeting encouraged States to utilize the AIP Digital Dataset Mapping Specification as a regional reference for the implementation of digital datasets and to continue contributing to regional initiatives aimed at enhancing interoperability and Digital AIM implementation. The meeting also requested ICAO to continue the development of guidance material related to Digital Aeronautical data sets, including the publication of ICAO Doc 8126, Part IV.

Clarification of Roles in Pre-Flight Information Services in the AIM Environment - UAE PreFlight service provision practice

5.3.19 The subject was addressed in WP/59 presented by UAE. The meeting reviewed a proposal presented by the UAE regarding the provision of pre-flight information services in a modern AIM environment. The meeting noted that the transition from traditional AIS to data-centric AIM, supported by digital information exchange and evolving airline operational systems, has shifted the role of AIS providers towards ensuring the availability, quality, integrity, and timely dissemination of aeronautical information, while aircraft operators increasingly perform operational briefing functions through integrated flight planning and dispatch systems.

5.3.20 The meeting recognized the need to clarify the respective roles and responsibilities of States, AIS providers, aircraft operators, and other stakeholders in the provision of pre-flight information services. The meeting further noted the importance of maintaining access to pre-flight information for all users, including through appropriate contingency arrangements, while supporting AIM modernization and avoiding duplication of functions.

5.3.21 The meeting tasked the AIM Sub-Group (AIM SG) to further explore the subject through consultation with AIM service providers and users, with the support of IATA and in coordination with the relevant ICAO expert panel(s). The objective would be to develop harmonized guidance on the roles and responsibilities associated with the provision of pre-flight information services within the evolving AIM environment, taking into account digital information exchange, operational practices, and applicable ICAO provisions.

Artificial Intelligence Bot Implementation for the Aeronautical Information Publication (AIP)

5.3.22 The subject was addressed in WP/77 presented by UAE. The meeting was apprised of the UAE's experience in developing and deploying an Artificial Intelligence (AI) BOT to facilitate access to Aeronautical Information Publication (AIP) content through natural language queries. The meeting noted that the solution enables rapid retrieval of aeronautical information, supports version-specific access to current and future AIRAC cycles, and enhances information accessibility while maintaining links to official AIP sources.

5.3.23 The meeting noted the potential benefits of AI-enabled tools in improving access to aeronautical information, reducing search time, supporting operational efficiency, and contributing to the digital transformation of AIM services. The meeting further recognized that such tools complement, but do not replace, official aeronautical information publications and that users remain responsible for verifying operationally critical information against official sources.

5.3.24 The meeting welcomed the UAE's willingness to share its experience, lessons learned, and best practices with interested States and encouraged the exploration of similar AI-based initiatives to enhance accessibility and usability of aeronautical information within the AIM environment.

From AIS to AIM success Story

5.3.25 The subject was addressed in WP/72 presented by Egypt. The meeting was apprised of Egypt’s successful implementation of an Electronic Aeronautical Information Publication (eAIP) as part of its ongoing transition from a product-centric AIS environment to a data-centric Digital AIM framework. The presentation highlighted the modernization of aeronautical information management processes through the implementation of an AIXM-compliant aeronautical information database, automated data processing and publication capabilities, and the deployment of an eAIP platform providing enhanced accessibility, efficiency, and interoperability. The meeting noted that the initiative supports compliance with ICAO Annex 15 and PANS-AIM provisions and represents a significant milestone in Egypt’s digital transformation journey.

5.3.26 The meeting welcomed the progress achieved by Egypt in advancing the digitalization of AIM services and noted the successful operational deployment of the eAIP platform. The meeting further noted Egypt’s roadmap towards full AIM integration, including the implementation of core digital datasets, integrated charting capabilities, instrument flight procedure datasets, terrain and obstacle datasets, and future SWIM-enabled information services.

REPORT ON AGENDA ITEM 5.4: PBN

OUTCOMES OF THE TENTH MEETING OF THE PERFORMANCE-BASED NAVIGATION SUB-GROUP (PBN SG/10)

5.4.1 The subject was addressed in WP/38 presented by the Secretariat. The meeting noted the outcomes of the Tenth Meeting of the Performance-Based Navigation Sub-Group (PBN SG/10), held in Amman, Jordan, on 10–11 December 2025.

5.4.2 The meeting reviewed the status of PBN implementation in the MID Region and noted that regional compliance with the targets of ICAO Assembly Resolution A37-11 remains below the global average and that the implementation status of the relevant APTA Block 0 elements is still below expectation, with significant variations among States. Key challenges include institutional, technical, operational, financial, and training constraints, particularly affecting the implementation of CCO/CDO and PBAOM. To address these gaps, the meeting emphasized the need for targeted Workshop on PBAOM and CCO/CDO implementation and agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/10: PBN AND CCO/CDO WORKSHOP

That,

a) a PBN and CCO/CDO Workshop be organized in 2026; and

b) MID States and stakeholders are encouraged to actively participate in the Workshop to exchange experiences, address challenges, and foster collaboration.

5.4.3 The meeting noted the successful conduct of the IFP Provision and Safety Oversight Workshop in Amman, Jordan, from 7 to 9 December 2025. Key outcomes highlighted the States' responsibility for the provision, approval, and oversight of IFPs, the need for robust regulatory, competency, and quality management frameworks, and the importance of dedicated IFP safeguarding processes to address obstacle impacts. The meeting also noted that MID FPP can support States through technical reviews, validation activities, IFP approval assistance, and capacity-building initiatives.

5.4.4 The meeting reviewed the updated PBN SG Terms of Reference, and noted that they include expanded provisions on GNSS contingency and resilience. Accordingly, the meeting agreed to the following Decision:

MIDANPIRG DECISION 23/11: PBN SUB-GROUP TERMS OF REFERENCE

*That the Terms of Reference of the Performance-Based Navigation Sub-Group (PBN SG), at **Appendix 5.4A**, are endorsed.*

MIDFPP

5.4.5 The subject was addressed in WP/39 presented by the MID FPP. The meeting noted the outcomes of the Eighth and Ninth meetings of the MID FPP Steering Committee (SC/8 and SC/9), held virtually on 18 September 2025 and 25 May 2026, respectively.

5.4.6 The meeting noted that the Eighth meeting of the MID FPP Steering Committee (SC/8) reviewed options to ensure the long-term sustainability of the Programme and reaffirmed the Host State Model as the preferred solution. While a call for Expressions of Interest was issued to MID States in accordance with MID FPP SC/8 Conclusion 8/1, no formal commitment to host the Programme had been received as of May 2026. Accordingly, the MID FPP SC/9 meeting adopted Conclusion 9/1, renewing the call and extending the deadline for Expressions of Interest to **1 September 2026**, while providing additional clarification on the associated responsibilities and benefits. The meeting further noted that the ICAO MID Office will submit a comprehensive report to the DGCA-MID/8 meeting to support a final decision on the future governance and sustainability of the MID FPP, including alternative arrangements, should no host State be identified.

5.4.7 The meeting strongly encouraged States to consider hosting the MID FPP, noting that the 1 September 2026 deadline represents the final opportunity to establish the Host State Model before DGCA-MID/8 takes a definitive decision on the future governance and sustainability of the Programme.

5.4.8 The meeting noted that the MID FPP, capacity-building activities conducted in coordination with the APAC FPP, AFI FPP, and ENAC under existing cooperation arrangements. The 2026 training programme was made available to States, with nominations received from several MID States for PANS-OPS, airspace design, and PBN oversight courses. The meeting also noted that the MID FPP continued to support States through regulatory oversight reviews of IFP design packages and remains available to provide similar technical assistance upon request.

REPORT ON AGENDA ITEM 5.5: AGA-AOP

5.5.1 The subject was covered by IP/4 submitted by the Secretariat. The meeting noted the information related to MID Region Aerodromes Priorities and Challenges related to AGA-AOP, including the follow-up to the relevant Conclusions endorsed by MIDANPIRG/22 in support of airport operations, capacity, efficiency and regional harmonization, addressing in particular, Airport Operations Basic Building Blocks (AOP BBB), A-SMGCS/SURF Thread, Airport Collaborative Decision-Making (A-CDM), and ICAO AOP Go-Team Missions.

5.5.2 The meeting emphasized the importance of maintaining effective coordination between MIDANPIRG and RASG-MID, recognizing that AOP BBB, A-SMGCS, A-CDM and AOP Go-Team Missions provide safety benefits in addition to their capacity and efficiency advantages. The meeting encouraged States and concerned stakeholders to continue supporting the implementation of the endorsed Conclusions.

5.5.3 The meeting noted that, in connection with the need to maintain accurate monitoring of the implementation of GANP/RANP ASBU AOP Threads, the list of International Aerodrome should be updated to reflect the current planned/operational international Aerodromes in the MID Region. Therefore, the AOP Table I-1 should be amended to facilitate the definition of the applicability Area for each AOP Thread. Accordingly, the meeting agreed to the following Draft Conclusion:

MIDANPIRG CONCLUSION 23/12: UPDATE OF THE LIST OF AERODROMES IN THE MID AIR NAVIGATION PLAN AOP TABLE I-1

That, in order to ensure the accuracy and completeness of the MID Air Navigation Plan AOP Table I-1, and to enable the finalization of the related Draft Proposal for Amendment (PFA), in accordance with the applicable PFA procedure:

a) States that have introduced, or plan to introduce, changes to the list of their international aerodromes are urged to notify the ICAO MID Office by the third quarter of 2026 and provide the information required for the processing of the amendment of the MID Air Navigation Plan (MID ANP) AOP Table I-1,

b) The ICAO MID Office consolidates the information received from States and processes the Proposal for Amendment (PFA) to the MID Air Navigation Plan (MID ANP) AOP Table I-1, in accordance with the established procedure.

ASMGCS UPGRADE IN CAIRO INTERNATIONAL AIRPORT

5.5.4 The subject was addressed in PPT/71 presented by Egypt. which provided an overview of the roadmap for the upgrade of the Advanced Surface Movement Guidance and Control System (A-SMGCS) at Cairo International Airport (HECA) towards A-SMGCS implementation.

5.5.5 The meeting noted that the existing A-SMGCS implementation at Cairo International Airport is supported by key surveillance enablers, including Surface Movement Radar (SMR), Multilateration (MLAT) and ADS-B, and includes alerting functions such as Stop Bar Violation Monitoring, Area Penetration Monitoring, Taxiway Collision Monitoring and Runway Incursion Monitoring.

5.5.6 The meeting was apprised that the planned upgrade includes the replacement of the existing SMR with a new solid-state radar system, the installation of HD, thermal and PTZ surveillance cameras, and the enhancement of the fusion system through the integration of operational inputs such as AODB, AFL, VDGS, AWOS, FDPS, SMR, MLAT and ADS-B.

5.5.7 The meeting further noted that the transition towards A-SMGCS would enable advanced routing and guidance services, including the Follow-the-Greens (FTG) concept, thereby enhancing surface movement safety, supporting low visibility operations, reducing taxi route errors, improving operational efficiency and reducing controller workload. The meeting noted with appreciation Egypt initiative for sharing its experience that is aligned with the ICAO ASBU SURF thread and MIDANPIRG/22 Conclusion 22/16 on A-SMGCS implementation

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REPORT ON AGENDA ITEM 5.6: ATM-SAR

MID RVSM Monitoring Report (SMR) 2025

5.6.1 The subject was addressed in WP/41, presented by the Secretariat. The meeting reviewed the outcomes of the MID RVSM Safety Monitoring Report (SMR) 2025, prepared by the Middle East Regional Monitoring Agency (MIDRMA). The meeting noted that the results confirmed that RVSM operations within the ICAO Middle East (MID) Region continue to operate safely and in compliance with ICAO safety objectives. Both the technical risk and the overall collision risk remain well below the applicable ICAO Target Levels of Safety (TLS).

5.6.2 Additionally, the meeting discussed the challenges related to incomplete Traffic Data Sample (TDS) and data format, inadequate submissions of Large Height Deviation (LHD) by several Member States, which continued to limit confidence in the operational risk assessment. Accordingly, the meeting requested MIDRMA to conduct additional training and awareness campaign regarding the MIDRMA requirements, activities and new tools; including the categories for the LHD, TDS format and the integration of ADS-B Height Monitoring System, including presentation and live demonstration of MIDRAS to the ATM SG and ASM WG.

5.6.3 The meeting reviewed and endorsed the MID RVSM Safety Monitoring Report (SMR) 2025, at **Appendix 5.6A**, and agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 23/13: MID RVSM SMR 2025

*That, the MID RVSM Safety Monitoring Report (SMR) 2025, at **Appendix 5.6A**, is endorsed.*

MID RVSM Minimum Monitoring Requirements MMR

5.6.4 The meeting noted that the MID RVSM Minimum Monitoring Requirements (MMRs) for the Aircraft registered in the MID States reached 96% of compliance. The meeting reviewed the updated MMR Table in the SMR2025 report, and urged States to ensure that all registered aircraft are complying with the MMR requirements on a continuous basis.

5.6.5 Based on the above, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/14: MAINTAIN COMPLIANCE WITH MINIMUM MONITORING REQUIREMENTS (MMRS)

That Iraq, Libya, Sudan, and Syria be urged to ensure that all aircraft subject to monitoring obligations are complying with the RVSM minimum monitoring requirements.

Development of SMR2026

5.6.6 The meeting noted that Traffic Data Sample (TDS) period for the RVSM cycle for the year 2026 was proposed by the MIDRMA Board/21meeting to be during the period of 15 April to 15 May 2026 (during the Hajj season); However, due to the unrest/political tension in the MID Region, the meeting agreed on the following Conclusion:

MIDANPIRG CONCLUSION 23/15: MID RVSM SMR 2026

That,

a) the FPL/traffic data for the period 1 – 31 August 2026 be used for the development of the MID RVSM Safety Monitoring Report (SMR 2026);

b) all member States are required to submit the required Traffic Data Sample (TDS), the LHD Reports and the FIR waypoints and the routing options valid for the same period of the TDS in a), in a timely manner;

c) only the appropriate Flight Data form available on the MIDRMA website (www.midrma.com) should be used for the provision of FPL/traffic data to the MIDRMA; and

d) the final version of the MID RVSM SMR 2026 be ready for presentation to and endorsement by MIDANPIRG/24 meeting.

MID Region ADS-B Height Monitoring System (AHMS)

5.6.7 The meeting recalled MIDANPIRG Decision 21/16 related to the implementation plan of the MID ADS-B height Monitoring System (MID AHMS). The meeting was apprised of the progress made by the MIDRMA related to the implementation of the AHMS requirements, particularly the technical validation of AHMS methodology in cooperation with Civil Aviation Authorities (CAAs) in Bahrain, Kuwait and Oman. The meeting noted that the results of the validation demonstrated that the system capability to generate reliable and repeatable height-monitoring results across a wide range of aircraft types and operational environments,which supported the effectiveness of ADS-B data in monitoring aircraft height-keeping performance and aligns with the ICAO global safety objectives.

5.6.8 The meeting noted the challenges of requesting, transferring, and handling archived ADS-B data submitted by the States, including the data ownership, protection, and the lack of legal framework. In some cases, administrative delays and differing national data-handling regulations have hindered the timely receipt of data required for analysis.

5.6.9 The meeting underlined the need to establish a common understanding and formal agreement among all MIDRMA Member States regarding the use of archived ADS-B data. Accordingly, it was agreed that the same terms and conditions applicable to the Traffic Data Sample (TDS) submitted by the States for the use of RVSM risk analysis be applicable for the use of ADS-B data, to ensure that the ADS-B data is used solely for RVSM height monitoring, safety and risk analysis purposes, under the same data-handling and confidentiality provisions currently applied for TDS.

5.6.10 Based on all the above, the meeting agreed to the following Decision:

MIDANPIRG DECISION 23/16: PROCEDURE OF HANDING THE ARCHIVED ADS-B DATA FOR RVSM HEIGHT MONITORING

That,

a) archived ADS-B data provided to the MIDRMA be used under the same terms and conditions applicable to the RVSM Traffic Data Samples (TDS) for the purpose of RVSM risk and safety analysis, solely;

b) such data shall be used exclusively for MIDRMA analytical purposes and shall not be shared with any third party unless prior written approval is obtained

by the concerned Civil Aviation Authority (CAA); and

c) the MIDRMA shall ensure the confidentiality and secure handling of all received data.

Establishment of a regional criteria for valid Height Monitoring using the ADS-B Height Monitoring System (AHMS)

5.6.11 The meeting noted that the MIDRMA was requested to establish its own regional operational criteria specifying the minimum number of valid AHMS monitoring observations/records necessary for an aircraft to be formally recognized as successfully height-monitored for RVSM purposes, to ensure consistency, reliability, and transparency in the application of AHMS. The meeting noted that the proposed criteria is based on MIDRMA technical studies, operational experience, and statistical analysis, and agreed to the following Conclusion, to supersede the MIDANPIRG Decision 21/16:

MIDANPIRG CONCLUSION 23/17: MID ADS-B HEIGHT MONITORING SYSTEM (MID AHMS)

That, AHMS be implemented by the MIDRMA for RVSM Height Monitoring of Aircraft, using the ADS-B data submitted by the States, considering the following Criteria:

a) minimum of five (5) valid AHMS observations meeting ASE and TVE validation thresholds should be established during a maximum period of ninety (90) days; and

b) MIDRMA to:

i. coordinate with Member States for the collection of the available archived ADS-B data from their CNS/ATM systems, in accordance with the procedure of handing archived ADS-B data;

ii. maintain active record keeping system of the aircraft registered within the MID Region;

iii. provide the required training to the ATM/CNS personnel on the extract and submission of the data; and

iv. provide the required briefing to the responsible CAA airworthiness inspectors and aircraft operators

c) MIDRMA member States be:

i. encouraged to regularly submit the archived ADS-B data to the MIDRMA; and

ii. inform the concerned aircraft operators of this standard criteria and its application for RVSM height-monitoring recognition using AHMS.

Middle East Risk Assessment Software with ADS-B Integration and Response (MIDRAS AIR)

5.6.12 The meeting received updates on the enhancement project of the Middle East Risk Assessment Software (MIDRAS) through the integration of Automatic Dependent Surveillance–

Broadcast (ADS-B) technology, resulting in the upgraded system referred to as ADS-B Integration and Response (MIDRAS AIR). The integration of ADS-B would enable the use of high frequency, four-dimensional (4D) trajectory data, providing a more accurate and operationally representative basis for collision risk assessment in RVSM airspace. consequently, for the effective implementation of the new tool, the meeting highlighted that the States should be committed to the submission of ADS-B data for analysis. While the conventional TDS would remain available.

Airspace Management and Air Traffic Flow Management

5.6.13 The subject was addressed in WP/40 presented by the Secretariat.

Optimization of MID Region ATS route designators

5.6.14 The meeting recalled MIDANPIRG Conclusion 21/5 on ATS route designator optimization and noted that ASM WG developed draft proposals using MIDRMA data, to be finalized at ATM SG/12 before submission to MIDANPIRG/24.

MID Region ATS Route Designator related to approved PfA

5.6.15 The meeting recalled MIDANPIRG Conclusions 19/13 and 20/27, which resulted in the PfAs "MID.II.22/01-ATM" and "MID.II.23/02-ATM" aimed at addressing the identified issues related to the ATS route network. The meeting was informed that, following the completion of the PfA process, States have taken the necessary actions to update their respective AIPs.

Removal of ATS Route prefix "U"

5.6.16 The meeting recalled MSG/6 Conclusion 6/9 regarding the removal of the prefix "U" from ATS route designators. Accordingly, the meeting was informed that the deletion of the prefix "U" has been completed by all MID States, with the exception of Lebanon.

Project 30/10 roadmap and implementation

5.6.17 The meeting recalled MIDANPIRG Conclusions 22/10 and 22/11 related to the development of the Project 30/10 roadmap and the implementation of reduced longitudinal separation. The meeting noted that the ATM SG, through the ASM WG, has worked on the subject by collecting the required information from States and MIDRAM, defining criteria to prioritize challenges, conducting a gap analysis, and developing a draft Roadmap, as presented in **Appendix 5.6B**, for further review by the ATM SG/12 meeting prior to its submission to MIDANPIRG/24.

5.6.18 Based on the outcomes of the analysis, the main issues related to the reduction of longitudinal separation are primarily concentrated at the interfaces between the MID Region and adjacent Regions. In addition, the analysis indicated that the reduction of longitudinal separation has already been implemented within the Region, particularly in FIRs accommodating the main traffic flows. However, further improvements in capacity within the Region could be achieved through other initiatives, such as the establishment of additional ATS routes.

5.6.19 The meeting also agreed on the following Conclusion to supersede MIDANPIRG Conclusion 22/11 for better clarity.

MIDANPIRG CONCLUSION 23/18: IMPLEMENTATION OF REDUCED LONGITUDINAL SEPARATION IN THE MID REGION

That,

a) States, that have not yet done so:

i. be urged to implement reduction of longitudinal separation where appropriate:

- *reduce longitudinal separation down to 10 NM; where ATS surveillance service is provided, and*
- *reduce longitudinal separation minimum subject to PANS ATM Chapter 5, 5.4.2.2, 5.4.2.3, 5.4.2.4, 5.4.2.6 & 5.4.2.9; where ATS surveillance service is not provided, and*

ii. be invited to agree with their adjacent FIRs/States on the date of implementation and updating of the LoAs.

b) the ASM Working Group:

i. monitors the progress of implementation and undertakes necessary measures to promote its advancement.

ii. develops Guidance Material to implement the different method of separation mentioned in PANS ATM Chapter 5, 5.4.2.2, 5.4.2.3, 5.4.2.4, 5.4.2.6 & 5.4.2.9.

Inter-regional Coordination

5.6.20 The meeting was informed of the outcomes of the Special Coordination Meeting between India and Oman, held in Bangkok, Thailand, from 3 to 4 June 2026, to address the issues raised by Oman regarding the implementation of the airspace optimization project at the interface between the Muscat and Mumbai FIRs, as well as the AIDC connection. The main outcomes of the meeting are as follows:

- Agreement to establish an inter-regional APAC–MID Interface Task Force (AMI TF); and
- Development of an action plan with clearly defined actions and timelines for implementation.

5.6.21 The meeting noted a continued increase in issues at regional interfaces, including those related to LHDs, route structure, ATFM, and the implementation of Project 30/10. Particular concern was expressed regarding the interfaces between the Muscat–Mumbai and Karachi FIRs, Sanaa and the FIRs in the vicinity of the Horn of Africa, as well as Cairo and neighboring FIRs across the Mediterranean Sea. While coordination is being conducted directly between the relevant States with the support of the respective ICAO Regional Offices, many of these issues have persisted for an extended period, resulting in the imposition of flow measures and restrictions affecting multiple adjacent FIRs.

5.6.22 The meeting supported the decision to establish an Inter-Regional Task Force to address subjects at the interface area between Asia-Pacific and the MID Regions.

FF-ICE implementation Roadmap

5.6.23 The meeting noted that a FF-ICE Workshop was held during ATM SG/11 and CNS SG/14 meetings, with the aim of enhancing shared awareness and addressing implementation challenges related to the development of a regional transition plan.

5.6.24 The meeting further noted that the ASM WG conducted a study, based on Air Navigation Report-2025, to assess the current status of ASBU FF-ICE elements, particularly Block 1 and 2, as well as their interdependencies with SWIM, AMET, DAIM, and COMI. The report available at **Appendix 5.6C** highlights the following:

- FICE elements in Blocks 1 and 2 are predominantly reported as either "Not Identified as a Priority" or "Planned/Ongoing"; and
- interdependency elements including DAIM and COMI elements fall within an acceptable range. In contrast, the implementation status of SWIM elements related to FICE is predominantly reported as "Planned/Ongoing" or "Not Identified as a Priority".

Delineation of FIR/SRR description in MID ANP Volume I

5.6.25 The meeting recalled MIDANPIRG Conclusion 20/13 on amending ANP Volume I to incorporate the delineation of MID FIR/SRRs through the PfA process. It noted that the Khartoum FIR/SRR PfA was submitted on the ANB online platform for further process. The meeting also noted the agreement between Egypt and Saudi Arabia on a common FIR/SRR boundary, thanked both States, and encouraged them to conduct similar exercises with all adjacent FIRs before submitting PfAs.

ASM-Regional ATM Contingency Framework (RACF)

5.6.26 The meeting noted that the RACF provides guidelines to ensure the safe and orderly flow of international air traffic across the ICAO MID Region during ATS or support service disruptions, while maintaining the availability of major routes. The draft was reviewed at the ICAO APAC/MID ATM Contingency Planning Workshop (Bangkok, 25–28 June 2024) and the MID ATM Contingency Framework Workshop (Muscat, 1–5 February 2026), with States' feedback submitted to ICAO. The framework is intended to replace the MID ATM Contingency Plan (MID Doc 003), subject to further review by the ATM SG/12 meeting.

Air Traffic Flow Management (ATFM)

5.6.27 The meeting noted that, based on the latest ATFM Task Force survey, Phase 1A implementation in the MID Region has reached 65%. It also noted that, according to the Air Navigation Report 2025, ASBU interdependency threads such as AMET and APTA are largely implemented or ongoing, while RSEQ, SURF, and ACDM are mostly "not identified as priorities" by States.

5.6.28 The meeting tasked the ATFM Task Force to place greater emphasis on the implementation phase and recommended establishing clear criteria for classifying ATFM implementation across States. Accordingly, the meeting agreed to the following conclusion:

MIDANPIRG CONCLUSION 23/19: MID ATFM PLAN WITH APPLICABILITY AREA

That,

a) ATFM Task Force revise the current MID ATFM Plan (ICAO MID Doc 014) to be in line with ICAO latest provisions;

b) define applicability area in the MID region; and

c) develop draft PfA to the MID ANP Volume II, to include implementation of ATFM as a requirement in the MID Region per applicability area, with minimum implementation measures.

Enhancement Initiative Between Sultanate of Oman and the Republic of Yemen

5.6.29 The subject was addressed in WP/86 presented by Oman, summarizing the outcomes of the Oman–Yemen meeting held in Muscat on 6–7 April 2026, aimed at enhancing ANS and optimizing the airspace over high seas between the MID, APAC, and AFI regions.

Oman update related to ATM/SAR

5.6.30 The subject was addressed in PPT/87 presented by Oman. In this report, Oman provided updates on the progress of the airspace optimization project, including the transition plan, conceptual design, FTS, and stakeholder engagement. Oman also requested the support of all stakeholders to ensure that the involved FIRs implement the necessary airspace enhancements to safely and efficiently accommodate the forecasted regional and interregional demand.

Concept to Practice Transforming ATS to ATM

5.6.31 The subject was addressed in PPT/58 presented by Egypt. In this presentation, the meeting noted that Egypt has established the National Airspace Management Cell (NASMC), which acts as the national Airspace Management (ASM) authority. Its core mandate is to coordinate multiple stakeholders to enable the Flexible Use of Airspace (FUA). In this context, NASMC deploys a suite of integrated operational enablers designed for real-time synchronization, including the development of a RAD portal and dynamic RAD solutions to address existing challenges such as airspace users planning, NOTAMs, AUP/UUP, etc.

Update on the implementation of the RAD portal

5.6.32 The subject was addressed in WP/88 presented by Saudi Arabia. This paper provided a comprehensive progress report on the Route Availability Document (RAD) Portal Project for the MID Region to enhance regional airspace efficiency, digital integration, and cross border coordination.

5.6.33 The meeting noted with appreciation the efforts of Egypt and Saudi Arabia in developing RAD portals and requested the concerned States to avoid duplication of efforts and to submit their proposals to the ATM SG for further review and integration.

Current contingency planning and management in the MID Region

5.6.34 The meeting recalled the outcomes of the MID ATM Contingency Framework Workshop conducted in Muscat during the period 1 – 5 February 2026. The meeting noted with appreciation that the recommendations and guidance provided during the workshop were used to successfully manage the MID Region contingency broke on 28 February 2026.

5.6.35 During the meeting, updates were received on the political agreement to end the situation in the MID Region. Accordingly, ICAO MID reached out to all concerned States to ensure the readiness for the resumption, including updating the ICAO MID Recovery checklist circulated earlier to all concerned States in the MID Region; and requested States to provide any limitations on resumption of full operations. The meeting was informed that the closure NOTAMs of Airspaces within the MID Region are being amended or cancelled, towards the resumption of normal operations. The meeting appreciated the efforts of the CCT members and all Stakeholders in handling the situation, and requested the Secretariat to include the lessons learned, challenges and successes in the future amendments of the Regional ATM Contingency planning (MID Doc 003).

Development of Muscat FIR ATM Contingency Procedure and Arrangements

5.6.36 The subject was addressed in WP/60 presented by Oman, which presented the development of the ATM Contingency Procedure and associated operational arrangements to support continuity of ATS and ensure the safe and orderly flow of international air traffic during contingency situations affecting Muscat FIR. The paper highlights the Muscat FIR ATM Contingency Procedure, developed as the principal operational guideline based on the outcomes of the Regional ATM Contingency Framework workshop. The paper further outlined the contingency coordination structure, escalation arrangements, ATM Operational Contingency Centre (AOCC), and the contingency

playbooks and operational arrangements established to support tactical response and operational continuity during ATM disruptions.

Operational Impact of the Current Regional Airspace Crisis on Muscat FIR ATM Operations

5.6.37 The subject was addressed in WP/75 presented by Oman. This paper presents Oman's experience in managing the operational impact of the current Middle East airspace crisis on Muscat FIR. Although Muscat FIR remained operational, airspace closures, restrictions, and uncertainty in neighboring FIRs significantly affected traffic flow patterns, routing structures, coordination requirements, diversion handling, airborne holding, tactical flow management, and ATS unit workload. The paper also highlights the redistribution of traffic across key interface points, the contingency actions taken by Oman, lessons learned, and proposed measures to strengthen regional contingency coordination and ATM system resilience.

Lessons Learned from Managing Airspace Operations During Regional Geopolitical Disruptions

5.6.38 The subject was addressed in PPT/76 presented by UAE. The meeting was apprised of the activities conducted for the planning and implementation of the contingency measures started in February 2026 within Emirates FIR; in coordination with regional and national stakeholders including the military authorities, national carrier and the ICAO MID CCT team. The meeting noted with appreciation the rapid response and mitigation of the identified risks that led to the development of alternate routing availability. In addition, the Traffic Daily Plan (TDP) Portal and airspace slot management to ensure balance between capacity and demand in close coordination with the airspace users. The meeting noted the lessons learned and recommendations that could be used to further enhance the contingency planning.

Role of the General Directorate of Aviation Operation and Services during the Regional Crisis situation

5.6.39 The subject was addressed in WP/84, presented by Qatar. The meeting noted the operational measures and the contingency arrangements implemented by Qatar in coordination with the relevant stakeholders to ensure preparedness, continuity and resilience of aviation operations during the crisis, in compliance with the national standards. Additionally, the meeting was apprised of the responses to the ICAO MID Region Recovery Checklist (Part B) regarding Letters of Agreement, separation minima, and ATFM arrangements with adjacent FIRs, as well as QCAA's active participation in the Crisis Coordination Team (CCT) meetings for regional contingency alignment, and the activities for consultation with the national stakeholders to ensure safe and orderly operations.

Role of the QCAA through the General Directorate of Aviation Operation and Services

5.6.40 The subject was addressed in PPT/84 presented by Qatar, outlining QCAA actions during regional security developments. QCAA activated a crisis framework to ensure safe and resilient Doha FIR operations through contingency ATM, ESCAT, emergency ATS, enhanced rescue readiness, NCC coordination, and cooperation with regional and industry stakeholders.

Report on Agenda Item 5.7: CNS

COMMUNICATIONS MATTERS

5.7.1 The subject was addressed in WP/42 presented by the Secretariat. The meeting recalled that the Regional OPMET Center (ROC) plan has been developed to facilitate the exchange of IWXXM messages via the AMHS network, given that the legacy AFTN network does not support XML-based communication. It was further reported that all required actions have been completed, except for two outstanding items: the assessment of inter-regional connection bandwidth and the transition of the Beirut–Nicosia link from CIDIN to AMHS, as reflected in the ROC plan at **Appendix 5.7A**.

5.7.2 The meeting agreed that the ROC plan can be considered fully implemented, as the remaining items do not affect the operational exchange of ROC data. In addition, the meeting encouraged States to evaluate the need for increased connection bandwidth to ensure the efficient exchange of messages.

5.7.3 The meeting was informed of the existence of several bilateral interregional connections within the MID Region, which may affect the efficiency and organisation of AFS traffic exchange. In this context, the meeting recalled that MIDANPIRG/20, through Conclusion 20/37, urged States to rationalize bilateral interregional connections, considering the Regional requirements identified in the MID ANP, Volume II. The meeting further reiterated that States should refrain from establishing additional interregional connections, to maintain the efficiency and reliability of inter-regional message exchange.

5.7.4 The meeting noted with concern that configuration mismatches and routing errors may result in message loops and delivery failures, especially with the traffic exchanged with SITA Network. Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/20: EFFICIENCY OF THE AMHS NETWORK OPERATION IN THE MID REGION

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

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

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

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

5.7.5 The meeting noted that certain MID States are facing operational challenges related to the Inter-Regional communications. Consequently, the meeting requested ICAO to organize a meeting with the concerned States to address Inter-Regional aeronautical fixed services (AFS) issues. Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/21: AFS INTER-REGIONAL COORDINATION

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

5.7.6 The meeting noted the successful conduct of the MIDAMC Workshop held in April 2026, which provided participants with essential knowledge and practical skills. The meeting agreed that an advanced workshop should be organized in 2027 to further strengthen operator competencies and enhance the efficiency and reliability of the AFTN/AMHS network. The meeting also acknowledged requests from Libya, Syria, and Yemen to organize MIDAMC workshops at the national level, to enable broader participation and support AMHS implementation within their States. Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/22: CAPACITY BUILDING ACTIVITIES ON AMHS/AMC

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

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

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

5.7.7 The meeting agreed to the updated MIDAMC STG Terms of Reference (ToRs) as at **Appendix 5.7B**, considering the AIM SG's ToRs and the withdrawal of the MIDAMC Platform and the transition to the use of the AMC. Accordingly, the meeting agreed to the following Decision:

MIDANPIRG DECISION 23/23: MIDAMC STG AMENDED TERMS OF REFERENCE

*That the MID AMC Steering Group Terms of Reference be amended as at **Appendix 5.7B.***

MID IP NETWORK PROJECT

5.7.8 The meeting recalled previous initiatives to join other Regions' IP Network projects, such as the APAC-CRV and EUROCONTROL's New PENS projects. The meeting agreed on the need to establish a clear direction for the MID IP Project, whether to take no further action, to join another Region's network, or to develop a dedicated network established and operated by a Middle East telecommunications provider. Therefore, the meeting agreed on the need to establish an Action Group to reassess all available options and provide recommendations to the CNS SG/16 and MIDANPIRG/24 meetings. Accordingly, the meeting agreed to the following Decision:

MIDANPIRG DECISION 23/24: MID IP Network Action Group

That,

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

b) the MID IP Network Action Group is composed of:

i. Mohamed Sultan (Egypt)

ii. Yasser Zayyad (Jordan)
iii. Ahmed El-Amari (Libya)
iv. Said Albalushi (Oman)
v. Sheikha Al-Temais (Qatar)
vi. Faisal Alzahrani (Saudi Arabia)
vii. Ayham Alkilani (Syria)
viii. *Rashed Al-Shehi (UAE)*
ix. *Ezat Faiq (Yemen)*
x. *ICAO Secretariat*

MIGRATION TO AN IP-BASED AERONAUTICAL COMMUNICATION NETWORK

5.7.9 The subject was addressed in WP/67 presented by Saudi Arabia. The meeting was apprised of the modernization of Saudi Arabia's air navigation services network through the deployment of an IP-based Aeronautical Communication Network over private terrestrial and satellite circuits. The upgrade spans over sixty-three (63) CNS sites and enables ATS voice over IP (VOIP). The project replaced a legacy single-provider system with a modern, centrally managed network, enhancing reliability and performance for safety-critical services.

5.7.10 The meeting encouraged States to share their experience regarding the implementation of VOIP and emphasized the importance that the CNS SG remains informed about VOIP implementation and any challenges that may arise at regional level.

SPECTRUM ISSUES

5.7.11 The subject was addressed in WP/43 presented by the Secretariat. The meeting recalled the issue of frequency congestion in the MID Region and discussed a set of actions to mitigate it. These actions include revising the MID Region allotment plan, enhancing the quality of the ICAO frequency database to support more accurate frequency assignment, and exploring additional measures to expand available spectrum capacity, including the implementation of 8.33 kHz channel spacing and various approaches to optimize the use of the DME spectrum.

5.7.12 IATA expressed its support for the implementation of 8.33 channel spacing and confirmed that all airlines have been fully equipped with the necessary 8.33 receivers.

5.7.13 The meeting requested CNS SG to initiate work on CPDLC, recognizing its potential to alleviate frequency congestion in the Region. However, it was noted that the current equipage rate within the Region remains limited.

5.7.14 Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/25: FREQUENCY CONGESTION

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

a) complete the review and update of their frequency assignment data in the current ICAO database;

*b) provide their projected frequency requirements up to 2034 using the questionnaire provided in **Appendix 5.7C**, to enable ICAO conduct the necessary simulations and assess with States the need for implementing reduced channel spacing (8.33 kHz);and*

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

5.7.15 The meeting was apprised of the review conducted by the CNS SG/15 related to the provisions and recommendations for enhancing interference detection and resolution through effective spectrum regulatory measures and enforcement. Given the importance and criticality of the issue, the meeting agreed that ICAO would provide a survey listing the required actions along with their references and monitor implementation using the matrix at **Appendix 5.7D.** Accordingly, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/26: MITIGATING INTERFERENCE THROUGH EFFECTIVE SPECTRUM REGULATORY MEASURES AND ENFORCEMENT

*That, in order to implement Assembly Resolutions and ICAO provisions related to the mitigation of interference through effective spectrum regulatory measures and enforcement, States are urged to implement the actions listed in **Appendix 5.7D** and provide feedback to the CNS SG/16 meeting, for monitoring and appropriate action.*

5.7.16 The meeting recalled that the ITU WRC-27 does not include agenda items specifically dedicated to aviation safety frequency allocations; however, several items under consideration may still affect aeronautical safety services, including the spectrum used by the Radio Altimeter. Furthermore, the meeting noted with concern that WRC-27 is studying the identification of additional spectrum for the IMT in one or more frequency bands, including a band which is immediately adjacent to the Radio Altimeter band.

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

MIDANPIRG CONCLUSION 23/27: COORDINATION AND ADVOCACY FOR THE PROTECTION OF THE RADIO ALTIMETER BAND IN WRC-27

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

a) ICAO MID Office to:

i. conduct Workshops and/or meetings in 2026/2027 with the Arab Spectrum Management Group (ASMG) in support of WRC-27 preparations, with particular emphasis on radio altimeter issue; and

ii. coordinate with States as well as other International and Regional Organizations, to strengthen collaboration and advocate for the protection of the radio altimeter band.

b) States to:

i. participate actively in the Regional WRC27 preparatory events;

ii. coordinate with their national radio regulator to support ICAO WRC-27 position; and

iii. send their representatives within the State's delegates to the WRC-27.

NAVIGATION MATTERS

5.7.18 The subject was addressed in WP/44 presented by the Secretariat. The meeting recalled the AN-Conf/14 Recommendation 2.2/2 related to addressing GNSS interference and contingency planning, and the Assembly Resolution A42-8/c new and updated operative clauses related to NAV RON, C-PNT and illegal transmitters.

5.7.19 The meeting noted that the GNSS RFI can have a significant impact on operational safety, potentially contributing to three global high-risk categories of occurrence (G-HRC): Mid-Air Collision (MAC), Controlled Flight Into Terrain (CFIT), and Loss of Control In-flight (LOC-I).

5.7.20 The meeting was informed that there is no short term solution for the GNSS RFI. States encountering implementation challenges may utilize the implementation Package (iPack) for the mitigation of GNSS RFI enabling them to deploy both preventive and reactive mitigation measures, as necessary.

5.7.21 The meeting recalled that MIDANPIRG/20, through Decision 20/47, requested the ICAO MID Office to collaborate with ACAO to assess the feasibility of establishing a Regional GNSS RFI monitoring System. The meeting also recalled the AN-Conf/14 Recommendation 2.2/2(b), which urged States to develop a GNSS reporting mechanism, using the PRIG framework.

5.7.22 The meeting was informed that the CNS SG/15 meeting had received several industry briefs on GNSS RFI monitoring solutions. In this regard, States were encouraged to consider establishing a GNSS RFI monitoring system. Furthermore, the meeting agreed that the feasibility of establishing a regional or sub-regional central RFI information repository, should be explored once States have developed sufficient national capabilities. Accordingly, the meeting agreed to the following Conclusion to replace and supersede the MIDANPIRG/22&RASG-MID/12 Conclusion 2 and MIDANPIRG Conclusion 20/47:

MIDANPIRG CONCLUSION 23/28: STRENGTHENING REGIONAL PREPAREDNESS AGAINST GNSS RFI DISRUPTIONS

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

a) implement Assembly Resolution A42-8 Appendix C to ensure timely and effective measures are taken; and

b) consider establishing a GNSS RFI monitoring system to enhance situational awareness and mitigate safety and security risks.

5.7.23 The meeting was informed that the RSA-14 (GNSS Vulnerability) requires a substantial update to remain aligned with ongoing developments, given the evolving nature of GNSS jamming and spoofing, as well as ICAO's recent publications and provisions on the subject. The meeting noted that Oman will lead the review process, with support from Egypt and the ICAO Secretariat.

5.7.24 The meeting recalled that the ICAO MID DOC 11 "Guidance on GNSS implementation in the MID REGION" includes mitigation strategies to GNSS vulnerabilities and agreed on the need to revise and update it to take into account, inter alia, the followings:

i) the latest amendment to ICAO Annex 10, Volume I;

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

5.7.25 Based on the above, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/29: REVISION OF THE GNSS-RELATED DOCUMENTS IN THE MID REGION

That, in order to ensure alignment of regional guidance with global developments, emerging threats, and ongoing international and regional efforts, the ICAO MID DOC 11 & RSA14 on GNSS Vulnerabilities, be updated and presented to the CNS SG/16 meeting for review, before presentation to MIDANPIRG/24 for endorsement.

5.7.26 The meeting recalled the discussion during the 42nd Session of the ICAO Assembly related to the development of GNSS RFI related ATC phraseology; and noted that the subject is still under consideration by the relevant Panel (ATMOPS).

5.7.27 The meeting recalled that MIDANPIRG/18, through Decision 18/42, established the NAV-MON Action Group to develop a Template for a NAV-MON Plan. Consequently, the Action Group held several virtual meetings with four volunteering States (Egypt, Jordan, Oman, and the UAE) and produced the initial draft of the NAV-MON Template. Feedback was requested from the ATM SG and PBN SG through MIDANPIRG Conclusion 21/26.

5.7.28 The meeting was informed that a new concept, the Resilient Navigation Operational Network (NAV RON), is being developed. The meeting agreed on the need to maintain and verify the continued implementation of NAV-MON until the forthcoming concept is developed. Accordingly, the meeting updated the objective and the composition of the NAV-MON Action Group and agreed to the following Decision to supersede MIDANPIRG Conclusion 21/26 and Decision 22/20:

MIDANPIRG DECISION 23/30: NAVIGATIONAL OPERATIONAL NETWORKS-NAV MON ACTION GROUP

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

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

b) is composed of:

- *Mr. Waheed Sulieman (Egypt)*
- *Ms. Neveen Askar (Jordan)*
- *Mr. Abdullah AlFarsi (Oman)*
- *Mr. Sadiq Al-Laweaiti (Oman)*
- *Ms. Wadha Almalki (Qatar)*
- *Mr. Khaled Al-Harby (Saudi Arabia)*
- *Mr. Hussam Alsaid Ali (Syria)*
- *Mr. Jacob Avis (UAE)*
- *Ms. Lindi Kirkman (IATA)*
- *Mr. Arnaud Du Bédat (IFALPA)*
- *The ICAO MID Secretariat*

5.7.29 The meeting noted the discussions held during the CNS SG/15 meeting concerning the extension of periodic flight inspection intervals for ground-based navigation aids and the criteria applied to determine such extensions. In this regard, States were invited to share their experiences, best practices, and lessons learned related to flight inspection intervals and monitoring strategies. The meeting also encouraged the exchange of information on regulatory frameworks, safety assessments, and monitoring arrangements to support the harmonized and safe implementation of extended flight inspection intervals within the MID Region, as appropriate.

5.7.30 The meeting was informed that the planned ICAO MID PBN/GNSS Workshop (Cairo, 29 September-1 October 2026) will address, inter-alia, matters related to radio navigation flight inspection. The meeting encouraged States to participate actively in the Workshop to ensure broad engagement and the effective exchange of expertise.

GNSS MONITORING AND DME-TO-DME OPTIMIZATION SUPPORTING THE RESILIENT NAVIGATION OPERATIONAL NETWORK (RON)

5.7.31 The subject was addressed in WP/66 presented by Saudi Arabia. The meeting was informed of the integrated, two-layered approach to NAV MON resilience within the Jeddah FIR, which comprises a GNSS RFI Monitoring System designed to enhance situational awareness for ATCOs, ATSEPs, and flight crew, alongside the optimization of ground radio navigation infrastructure. This optimization is achieved through DME-to-DME coverage and the adoption of omnidirectional antennas, providing a resilient terrestrial reversion capability to ensure continuous and safe Positioning, Navigation, and Timing (PNT).

5.7.32 The meeting encouraged States to adopt layered, multi-source strategies that integrate GNSS monitoring with resilient conventional navigation aids. It further urged the conduct of comprehensive DME-to-DME coverage analyses, including potential extensions to neighboring MID States to strengthen regional resilience and mitigate frequency congestion arising from increased demands on DME channels. Furthermore, the meeting supported enhanced regional collaboration and data sharing for GNSS interference detection and mitigation.

SURVEILLANCE MATTERS

5.7.33 The subject was addressed in WP/45 and WP/65, presented by the Secretariat and Saudi Arabia, respectively.

5.7.34 The meeting was informed that improper Mode S Interrogator Code Allocation (MICA) can significantly disrupt ATC operations by degrading radar track stability. The meeting further noted that an assessment of MICA system usage by MID Region stakeholders identified several activities that were not being performed in a timely or consistent manner, including the following:

i. Conflict reports were not being processed by MID users in a timely manner.

ii. Several assigned codes had not been confirmed as implemented.

iii. Assigned codes are required to be revalidated every five years; however, this process was not always completed by States within the required timeframe.

5.7.35 The meeting was informed that several MID MICA users have been utilizing the MICA platform without prior training on its functions and tools. It was recalled that a MICA workshop had previously been conducted. The meeting agreed on the need to organize training sessions for new users and refresher training for those who have already been trained. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 23/31: ENHANCING MODE S INTERROGATOR CODES MANAGEMENT PROCESS

That, in order to enhance the MICA management process and the use of the MICA Platform in the MID Region:

a) a Surveillance Workshop including MICA training be organized in 2027; and

b) MID MICA Focal Pointsbe urged to:

i) carry out the necessary actions in a timely manner, including confirmation of implementation, and where applicable, revalidation of assigned codes;

ii) respond to conflict reports, where involved, and take the necessary corrective action without delay; and

iii) indicate any challenges encountered in using the MICA platform or following the associated processes.

5.7.36 The meeting was apprised of obsolete elements within the current version of the MID Region Surveillance Plan (ICAO MID 013) including, inter-alia:

i. the GANP Surveillance Plan, which no longer exists in the current version of the online GANP;

ii. the baseline of surveillance infrastructure in the MID Region, which is dated December 2020;

iii. the medium- and long-term actions need to be updated;

iv. the timeline for DFMC GNSS is inaccurate;

v. the plan for ADS-B implementation in the MID Region is no longer relevant in light of prevailing GNSS RFI conditions; and

vi. the implementation of ADS-B/IN

5.7.37 The meeting was informed of the deployment of the ADS-B network as a second layer of ATS surveillance serving the Jeddah FIR. The meeting noted the lessons learned during implementation, as well as a summary of the principal capabilities to be introduced by ADS-B Version 3. It was further noted that these capabilities will be incorporated in Amendment 92 to Annex 10, Volume IV, which will become applicable on 26 November 2026. The meeting agreed that the CNS SG should monitor the development and implementation of ADS-B Version 3, and identify operational use cases and regional needs that may justify future ATM system enhancements; and

5.7.38 The meeting agreed that the MID Region Surveillance Plan should be updated, and tasked the Secretariat, with the support of Egypt and Qatar, to prepare the first draft of the revised version.

5.7.39 Based on the above, the meeting agreed to the following Conclusion:

MIDANPIRG CONCLUSION 23/32: MID REGION SURVEILLANCE PLAN

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

a) States are invited to share information on the deployment of ATS Surveillance including ADS-B, Multilateration, and the related lessons learned; and

b) the MID Region Surveillance Plan be reviewed and updated, taking into account the outcome of the Surveillance Workshop, and submitted to CNS SG/16 and MIDANPIRG/24 meetings for review and endorsement.

Cybersecurity

5.7.40 The subject was addressed in WP/46 and WP/78, presented by the Secretariat and UAE, respectively.

5.7.41 The meeting was briefed on the actions undertaken by the MID Regional Aviation Security and Facilitation Group (MID-RASFG) regarding cybersecurity. These included the development and analysis of the Cybersecurity Action Plan (CyAP) questionnaire, as well as the adoption of a Conclusion proposing the establishment of a Regional multidisciplinary Aviation Cybersecurity Task Force.

5.7.42 The meeting noted that Five (5) States replied to the Questionnaire. The analysis of the questionnaire responses from five States highlights a concern regarding cybersecurity capacity-building programmes, particularly the limited availability of aviation-specific cybersecurity training and the effectiveness of current cybersecurity awareness initiatives.

5.7.43 The meeting supported the establishment of Aviation Cybersecurity Ad-hoc Working Group, with the objective of avoiding duplication of efforts and optimizing the use of States' resources. Consequently, the meeting agreed to dissolve the ANS Cybersecurity Working Group (ACS WG). Accordingly, the meeting adopted the following Decision:

MIDANPIRG DECISION 23/33: DISSOLUTION OF ACS WG

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

5.7.44 The meeting noted the UAE's proposal to establish proportionate, risk-based, and operationally informed cybersecurity governance for Air Navigation Services (ANS) systems. It further acknowledged the importance of applying such governance in a manner that balances proportionality, operational realities, and risk considerations, with particular attention to potential consequences and impacts on service continuity.

5.7.45 The meeting encouraged enhanced coordination among civil aviation authorities, national cybersecurity agencies, Air Navigation Service Providers (ANSPs), and industry stakeholders to advance an integrated assurance approach to cybersecurity governance. Furthermore, the meeting agreed to refer the UAE's paper to the CNS SG for further review and appropriate action.

5.7.46 The meeting noted that ACAO has established a Cybersecurity Committee and invited ACAO to report the outcomes of this Committee to the CNS SG and MIDANPIRG.

REPORT ON AGENDA ITEM 5.8: MET

Outcomes of the MET SG/13

5.8.1 The subject was addressed in WP/47 presented by the Secretariat, and WP/68, presented by Saudi Arabia. The meeting reviewed the outcomes of the Thirteenth Meeting of the Meteorology Sub-Group (MET SG/13), held in Cairo, Egypt, from 16 to 17 December 2025. The meeting noted that the MET SG/13 discussed a number of global and regional developments related to meteorological services, including the outcomes of METP/6, WAFS developments, IWXXM implementation, SIGMET issuance, and the results of the MID Regional MET Implementation. Survey.

5.8.2 The MET SG/13 meeting noted the outcomes of METP/6, including developments related to the transition towards SWIM-enabled meteorological service provision, Quantitative Volcanic Ash (QVA), Space Weather Information Service (SWIS), Hazardous Weather Information Services (HWIS), and enhancements to the World Area Forecast System (WAFS). The meeting further noted the importance of preparing for the future transition towards digital information exchange and SWIM-enabled meteorological services.

5.8.3 The meeting reviewed the results of the ICAO MID Regional MET Implementation Survey conducted pursuant to MIDANPIRG Conclusion 22/32. The meeting noted that responses were received from eleven out of the fifteen MID States and that, while the fundamental MET service infrastructure is generally established throughout the Region, implementation gaps remain in several areas, including IWXXM implementation, cross-border SIGMET coordination, reception and operational use of Space Weather advisories, and reception of WAFS products.

5.8.4 The meeting recognized that these gaps represent important areas requiring continued regional attention, particularly in the context of increasing reliance on digital information exchange, SWIM-enabled services, and global advisory information. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 23/34: STRENGTHENING IMPLEMENTATION AND OPERATIONAL USE OF GLOBAL ADVISORIES IN THE MID REGION

That,

a) States be urged to:

- *i. fully implement Annex 3 (including latest amendments) and PANS-MET (Doc 10157) by 31 December 2026;*
- *ii. strengthen national capabilities for receiving and using global advisory information, including WAFS, VAAC/VONA, SWX, and TAAC products;*
- *iii. improve cross-border SIGMET coordination through regular drills, harmonized procedures, and monitoring activities; and*
- *iv. nominate national focal points for IWXXM and SWX matters to support regional coordination and identify capacity-building needs;*

b) the ICAO MID Office continue monitoring MET implementation through periodic surveys and report progress to MET SG and MIDANPIRG.

5.8.5 The meeting reviewed developments related to WAFS and SADIS, including the implementation of automated T+24 SIGWX forecasts, the introduction of multi-timestep SIGWX products in IWXXM format via the SADIS API, the implementation of automated WAFC backup arrangements, and the planned retirement of the SADIS FTP service by November 2028. The meeting noted that maintaining up-to-date SADIS Focal Point information is essential for effective regional coordination and service continuity. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 23/35: SADIS FOCAL POINT INFORMATION

That States are urged to send updated contact details of their SADIS Focal Point to SADISManager@metoffice.gov.uk, with a copy to the ICAO MID Office (icaomid@icao.int).

5.8.6 The meeting reviewed an analysis of Volcanic Ash SIGMET issuance associated with the Hayli Gubbi eruption in November 2025. The meeting noted deficiencies in coding practices, descriptor usage, polygon construction, consistency with volcanic ash advisory information, and cross-border coordination among adjacent MWOs. The meeting recognized the need for enhanced training, harmonized procedures, and regional coordination in support of SIGMET and VA SIGMET issuance. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 23/36: STRENGTHENING SIGMET AND VOLCANIC ASH SIGMET ISSUANCE IN THE MID REGION

That MID States, in coordination with ROC Jeddah:

a) review and update national regulatory frameworks, operational procedures, and guidance material for SIGMET issuance, ensuring alignment with Amendment 82 to Annex 3 and PANS-MET (Doc 10157), including correct use of descriptors, polygon formats, and integration of VAA/VAG and future QVA information;

b) conduct refresher training for MWO personnel on SIGMET preparation and coding, with dedicated modules for VA SIGMET issuance;

c) formalize cross-border coordination among adjacent MWOs to ensure consistency and avoid gaps or overlaps during volcanic ash events; and

d) initiate regional SIGMET test exercises in coordination with VAAC Toulouse, WAFC London, and ROC Jeddah, covering WS, TC, and VA SIGMET types, to validate compliance with Annex 3 and PANS-MET, and compile quality monitoring reports for MET SG review.

5.8.7 The meeting reviewed the status of IWXXM implementation in the MID Region as at **Appendix 5.8A.** The meeting noted that progress remains uneven among Statesand that the information contained in **Appendix 5.8A** was outdated. Accordingly, the meeting tasked the MET SG to review and update the regional status and urged States to regularly report progress to the ICAO MID Office.

5.8.8 The meeting emphasized the importance of accelerating implementation efforts in support of future SWIM-enabled meteorological services and agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 23/37: MID REGION IWXXM IMPLEMENTATION STATUS

That the ICAO MID Office conduct a survey to collect up-to-date information from MID States (with particular attention to States using ROC-provided IWXXM translation services) on the national status and planned implementation dates for:

(a) IWXXM provision via the AMHS network; and

(b) METAR/SPECI; TAF; and SIGMET in IWXXM.

5.8.9 The meeting noted with concern the limited participation of MID States in MET SG/13 and emphasized that active and sustained engagement by States is critical to the effective

implementation of meteorological provisions, regional performance monitoring, identification and resolution of deficiencies, and the successful execution of the MET SG work programme. The meeting, therefore, encouraged MID States to ensure consistent representation at future MET SG meetings by nominating appropriate experts from both Civil Aviation Authorities and Meteorological Service Providers.

Competency framework for aeronautical meteorological personnel

5.8.10 The subject was addressed in WP/69, presented by Saudi Arabia. The meeting reviewed the proposal to develop a common regional competency framework for aeronautical meteorological personnel in the MID Region.

5.8.11 The meeting noted that ICAO and WMO have already established comprehensive global provisions governing the qualification, competency assessment, and competency assurance of aeronautical meteorological personnel. These provisions include the competency requirements contained in ICAO Annex 3 — Meteorological Service for International Air Navigation, the WMO Competency Framework for Aeronautical Meteorological Personnel, the Manual on the Implementation of Education and Training Standards in Meteorology and Hydrology (WMO-No. 1083), and the Guidelines for Competency Assessment and Qualification of Aeronautical Meteorological Personnel (WMO-No. 1205).

5.8.12 The meeting agreed that the proposal to develop a common regional competency framework for aeronautical meteorological personnel in the MID Region should be referred back to the MET Sub-Group (MET SG) for review, clarification and assess the need for any additional guidance or enhancements of the global ICAO and WMO) provisions.

REPORT ON AGENDA ITEM 5.9: AIR NAVIGATION DEFICIENCIES

5.9.1 The subject was addressed in WP/48 presented by the secretariat. The meeting noted that in accordance with MIDANPIRG Conclusion 22/33, ICAO MID issued State Letter AN 2/2-26/050 dated 9 March 2026, emphasizing the use of MANDD for managing air navigation deficiencies, including the submission of requests for their addition, update, or elimination, supported by a specific corrective action plan (CAP) and target completion date for each case. Also, for security purposes, States were requested to nominate designated MANDD Focal Points and provide their contact details to ICAO MID to obtain access for submitting and maintaining all related updates and CAPs on behalf of the State. The meeting was informed that Bahrain, Jordan, Oman, and Saudi Arabia have officially nominated their MANDD focal points to the ICAO MID Office.

5.9.2 The meeting reviewed and updated the list of deficiencies in the AIM, AOP, ATM, CNS, SAR and MET fields as reflected in the MID Air Navigation Deficiency Database (MANDD) at: https://mandd.icao.int. The meeting noted that the total number of air navigation deficiencies recorded in MANDD was 97 deficiencies compared to 102 deficiencies in MIDANPIRG/22.

5.9.3 A quantitative analysis of the MID States' Air Navigation Deficiencies is shown in the Tables and Graphs presented at **Appendix 5.6A**.

5.9.4 The meeting reviewed the current status of deficiencies:

- In the AOP field: the total number of AOP deficiencies is nine (9) priority "A". Seven (7) deficiencies related to aerodrome certification; one (1) related to runway physical characteristics; and one (1) related to apron lighting. The lack of implementation of aerodromes' certification represents 78% of these deficiencies.

- In the AIM field: based on documents provided by Jordan, the meeting agreed to remove the deficiencies reported against Jordan related to terrain and obstacle data sets; the total number of AIM deficiencies is forty-one (41); thirty-seven (35) priority "A" and six (6) priority "B". Eighteen (18) deficiencies related to eTOD (based on the agreement to include new deficiencies related to the non-provision of TOD for Area 2a/TOFP and OLS); five (5) related to QMS; four (4) related to AIXM; six (6) related to WAC; three (3) related to pre-flight information services; one (1) related to AIP and aeronautical charts; three (3) related to AIRAC adherence; and one (1) related to WGS-84.

- In the ATM field: based on documents provided by Jordan and Iraq, the meeting agreed to remove the deficiency these States respectively related to lack of contingency agreement with Syria and interruption of ATS route A424; the total number of deficiencies is twelve (12); five (5) priority "A" and seven (7) priority "B". Six (6) related to the uncompleted signature of contingency agreements and six (6) related to the non-implementation of planned regional ATS Routes.

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

- In the MET field: the total number of MET deficiencies was twenty-four (24) priority "A" deficiencies. five (5) related to QMS, eight (8) related to METAR, TAF, SIGMET and WAFS, ten (10) related to IWXXM and one (1) related to SADIS.

- In the SAR field: based on documents provided by Kuwait, the meeting agreed to remove the

deficiency against Kuwait related to non-compliance with carriage of ELT; the total number of deficiencies was seven (7) priority "A". Four (4) related to the lack of implementation of SAR provisions; and three (3) related to non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

5.9.5 The meeting urged States to use MANDD for the submission of requests for addition, update, and elimination of Air Navigation Deficiencies, including the submission of a specific CAP for each deficiency. The meeting reiterated that a deficiency would be eliminated only when a State submits a formal notification to the ICAO MID Office containing the evidence(s) that mitigation measures have been implemented for the elimination of this deficiency.

5.9.6 Given that some deficiencies recorded in the MANDD date back several years and may no longer be valid in light of the current status of the MID ANP, the MIDANPIRG meeting tasked its subsidiary bodies with reviewing the status of these recorded deficiencies. The meeting raised concern also about the definition of an air navigation deficiency as contained in the "*Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies"* approved by the Council of ICAO on 30 November 2001. Accordingly, the meeting agreed on the following Decision and Conclusion:

MIDANPIRG DECISION 23/38: AIR NAVIGATION DEFICIENCIES

That, the MIDANPIRG subsidiary bodies are urged to review the validity of old deficiencies recorded in MANDD and propose required action to MIDANPIRG/24.

MIDANPIRG CONCLUSION 23/39: AIR NAVIGATION DEFICIENCIES POLICY AND METHODOLOGY

That, ICAO is invited to review and update the policy and methodology for the identification, assessment and reporting of air navigation deficiencies.

REPORT ON AGENDA ITEM 5.10: STATES' BILATERAL COORDINATION MEETINGS

5.10.1 The following side meetings were conducted to discuss subjects of common interest and explore opportunities for collaboration:

1) IATA – Sudan
2) UAE – United ATS
3) SWIN Multidisciplinary Group
4) UAE – FAA
5) UAE – Oman
6) Oman – ICAO HQ
7) Oman – Sudan
8) Saudi Arabia – Egypt – Oman
9) Sudan – ICAO MID
10) Qatar – Bahrain – Kuwait – Iraq
11) Saudi Arabia – Iraq
12) Sudan – ICAO MID
13) Iraq – ICAO MID
