

**PART II: REPORT ON AGENDA ITEMS****REPORT ON AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA**

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

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## **PART II: REPORT ON AGENDA ITEMS**

### **REPORT ON AGENDA ITEM 2: NEW VOLUME III ANP TEMPLATE**

2.1 The subject was addressed in PPT/2, PPT/3, PPT/4 and WP/5 presented by the Secretariat. The meeting was provided with background and historical information related to ANS modernization and performance monitoring, in order to have a clear idea about the ICAO vision to achieve an interoperable global air traffic management system, for all users during all phases of flight, that meets agreed levels of safety, provides for optimum economic operations, is environmentally sustainable and meets national security requirements, which was reflected in 2005 in the Global ATM Operational Concept (Doc 9854).

2.2 The meeting was apprised of the main outcomes of the 11<sup>th</sup> Air Navigation Conference (Doc 9828), 12<sup>th</sup> Air Navigation Conference (Doc 10007), the 13<sup>th</sup> Air Navigation Conference (Doc 10115) and the 14<sup>th</sup> Air Navigation Conference (Doc 10209), as well as the Assembly Resolutions on the subject and the evolution of the Global Air Navigation Plan (GANP) to cope with the developments.

2.3 The meeting was apprised of the main outcomes and resolutions of the 42<sup>nd</sup> General Assembly of ICAO (Montreal, 23 September – 3 October 2025), in particular, the endorsement of the 8<sup>th</sup> Edition of the GANP and the extension of its update cycle from 3 to 6 years, the development of a roadmap of minimum capabilities with global timelines, introducing the concept of a minimum implementation path. In this respect, it was highlighted that during A42, States emphasised that differing regional priorities and paces of implementation should not result in a fragmented global system. While the GANP supports regional planning, it currently provides limited mechanisms for managing cross-regional dependencies, synchronised milestones, and interoperability. The Assembly therefore requested ICAO to develop guidance on:

- a minimum set of GANP initiatives to be implemented globally; and
- joint initiatives and timelines agreed between neighbouring regions.

2.4 Based on the above, the meeting recognized that:

- the GANP is lacking a plan which is hindering agreement and accountability for a harmonized modernization of the air navigation system to achieve effective implementation of agreed global priorities (e.g. FICE, DORIS, ...);
- there is no common understanding of what is meant by GANP implementation and status of ASBU implementation;
- the modernization of the air navigation system is not taking place in a synchronized, harmonized and timely manner;
- different approaches and Templates of Volume III endorsed by different ICAO Regions; and
- there is a lack of guidance and common understanding of what is NANP.

2.5 The meeting recalled that, on 18 June 2014, the ICAO Council decided that the regional air navigation plans (ANPs) should be published in three Volumes. As part of the Council decision, it was agreed that the ANPs support the performance-based approach to planning adopted by ICAO to measure the efforts made by States in modernizing their air navigation systems and implementing the agreed requirements.

2.6 The meeting noted that further to the endorsement of the ANP new Template (in 3 Volumes) by the Council in 2014, the GANP has gone through many amendments and additional Recommendations were formulated by the 13<sup>th</sup> and 14<sup>th</sup> Air Navigation Conferences and the 39<sup>th</sup>, 40<sup>th</sup>, 41<sup>st</sup> and 42<sup>nd</sup> 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.

2.7 The meeting highlighted that the development of the GANP since 2013 has provided the overarching strategic vision for the evolution of the global air navigation system. However, its implementation at the regional and national levels has not been systematically supported by clear and harmonized guidance. This lack of structured direction has resulted in a range of persistent challenges, both in planning and performance monitoring, across ICAO Regions and Member States, which led to:

- **divergent methodologies and planning frameworks** have been applied across ICAO Regions for planning the modernization of air navigation systems; and for monitoring and reporting on the level of performance achieved, resulting in inconsistencies in how performance objectives are defined, measured, and reported;
- **absence of standardized methodologies** for monitoring the status of Aviation System Block Upgrades (ASBUs), making it difficult to assess implementation progress consistently across regions;
- **limited development and uneven implementation** of National Air Navigation Plans (NANPs), with States adopting varying approaches that often lack alignment with regional and global strategies for the planning, monitoring and reporting on the modernization of the air navigation system;
- **challenges in adopting a Performance-Based Approach (PBA)** for the planning and implementation of air navigation improvements, including the monitoring of ANS performance using ICAO Key Performance Indicators (KPIs). These challenges are driven by the lack of detailed guidance and practical frameworks for setting and tracking performance targets, as well as difficulties in data collection and the significant resource requirements involved (e.g., systems, tools, staff, procedures, training, coordination processes, etc.).

2.8 The meeting reviewed the new ANP Volume III Template at **Appendix 2A** developed within the framework of 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 objective was to develop a new ANP Volume III Template that 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.

2.9 The meeting recognized the paradigm shift between the new ANP Volume III Template and the current Template approved by the ICAO Council in 2014; and agreed that the new Template provides a strategic framework for the planning and implementation of air navigation systems and services; and supports the application of Performance-Based Approach (PBA) to enable cost-effective, benefit-driven modernization of the air navigation system, in line with the Global Air Navigation Plan (GANP).

2.10 Based on all of the foregoing, the meeting commended the Secretariat for the development of the new Template and agreed that it should be customized to the MID Region, in particular with regard to the Section related to “Regional Priorities and Performance Objectives” before submission to MIDANPIRG/23 for endorsement. Accordingly, the meeting agreed to the following Draft Conclusions:

**DRAFT CONCLUSION 3/1: NEW MID AIR NAVIGATION PLAN VOL III**

That,

- a) the new ANP Volume III Template at **Appendix A** be used for the development of the new version of the MID ANP Volume III;
- b) States provide the ICAO MID Office with their comments and inputs related to the new ANP Volume III Template and Regional Priorities and Performance Objectives, by **25 April 2026**, in order to allow the RANP-NANP TF/4 meeting to finalize the MID ANP Volume III that will be presented to MIDANPIRG/23 for endorsement
- 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)**.

**DRAFT CONCLUSION 3/2: NEW AIR NAVIGATION PLAN VOL III TEMPLATE**

That, considering the latest developments related to the Global Air Navigation Plan (GANP), Performance Based Approach (PBA) and National Air Navigation Plan (NANP); and recognizing that the current ANP Volume III Template approved by the Council on 18 June 2014 is outdated and no longer fit for purpose:

- a) the new Air Navigation Plan Volume III Template at **Appendix A** be presented to the ANC and Council for endorsement 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.

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**PART II: REPORT ON AGENDA ITEMS****REPORT ON AGENDA ITEM 3: MID AIR NAVIGATION REPORT - 2025**

- 3.1 The subject was addressed in PPT/6, presented by the Secretariat.
- 3.2 The meeting recalled that on 19 February 2026, the ICAO MID Office sent separate State Letters to the 15 MID States requesting the provision of:
- a) an update on the status of implementation of ASBU Threads/Elements Block 0, 1 and 2 using a new Template aligned with the New ANP Volume III Template;
  - b) the progress achieved in the development of National Air Navigation Plan (NANP) and modernization of Air Navigation System, by completing the Questionnaire at **Appendix 3A**; and
  - c) States' major achievement(s)/success story(ies) in the air navigation field in 2025.
- 3.3 The meeting reviewed and updated the preliminary results of the MID Air Navigation Report-2025.
- 3.4 The meeting further noted the following key observations arising from the analysis of the preliminary report, which was based on updates and historical data provided by MID States.
- a) additional clarification is required for the categories defined under the "Status" column—particularly "Not Applicable," "Not identified as a priority," "Planned/Ongoing," and "Not implemented."
  - b) with the exception of elements related to ICAO SARPs and established regional and global requirements, the selection and implementation of other elements should be supported by robust justification through the Performance-Based Approach (PBA), including, among others, SWOT and cost-benefit analyses.
  - c) given the complexity of the subject and the interdependencies between the various concepts and frameworks, and in accordance with MIDANPIRG conclusions, the ICAO MID Office should consider organizing dedicated Workshops at national level, based on States' requests, to support:
    - the implementation of the concept; and
    - the development of National Air Navigation Plans (NANP) by States.
  - d) States are strongly encouraged to establish multidisciplinary Team to review and assess the regularly review and assess status of implementation of the different ASBU elements, taking into account both technical and operational requirements and priorities.
- 3.5 Based on the above, the meeting agreed on following action and draft Decision:
- a) to enhance the accuracy and completeness of the report, the meeting agreed to urge all MID States—whether or not they have already submitted data (reply to State Letter dated 19 February 2026)—to conduct a comprehensive national review similar to that undertaken during the meeting and submit the required data and updates no later than 15 April 2026, to enable the Secretariat to finalize the draft Air Navigation Report 2025 for further review by the RANP NANP TF/4 meeting, prior to its submission to MIDANPIRG/23 for endorsement. Accordingly, the meeting agreed to the following Draft Conclusion:

***Draft Conclusion 3/3: MID AIR NAVIGATION REPORT-2025***

*That, States review the Excel file, which was attached to the State Letter dated 19 February 2026 or the one they submitted to the ICAO MID Office prior to the RANP/NANP TF/3 meeting, and provide further updates, by 15 April 2026, based on their own assessment and prioritization, to allow the Secretariat consolidate the MID Air Navigation Report 2025, for further review by the RANP NANP TF/4, prior to its presentation to and endorsement by MIDANPIRG/23.*

3.6 The meeting also noted with appreciation the progress report and demonstration delivered by Saudi Arabia regarding its support to the ICAO MID Office in the development of a dashboard to facilitate the collection, verification, and presentation of ANS-related data, as well as the ASBU elements progress reporting system. In this respect, it was highlighted that the title of the Dashboard should be “MID Region ANS Dashboard” and that the Dashboard should contain two (2) parts one related to the implementation of ASBUs and the second part related to the status of implementation of other important non-ASBU ANS elements or subjects, such as Longitudinal separation, RVSM safety monitoring, etc.

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**PART II: REPORT ON AGENDA ITEMS****REPORT ON AGENDA ITEM 4: PROGRESS ACHIEVED BY STATES IN THE IMPLEMENTATION OF PERFORMANCE BASED APPROACH (PBA) AND DEVELOPMENT OF NATIONAL AIR NAVIGATION PLAN (NANP)**

4.1 The subject was addressed in PPT/9 & PPT/10 presented respectively by Saudi Arabia and Oman.

4.2 The meeting noted with appreciation the presentation of Saudi Arabia on “Seamless Operation Programme”, aiming at achieving harmonized, smooth and unimpeded airports operations; channeling efforts towards meeting the stakeholders’ expectations and improving customer satisfaction in two aerodromes; Jeddah International Airport (OEJN), and Riyadh International Airport (OERK). The assessment was extended in 2024 to cover Dammam International Airport (OEDF) and Madinah International Airport (OEMA). As part of the Program, a framework was created to oversee the operational improvement of the four main airports in Saudi Arabia with the aim to achieve a future state defined by 8 KPIs.

4.3 The meeting commended Saudi Arabia for this achievement and extended its gratitude for sharing this experience/success story with the meeting.

4.4 The meeting also noted with appreciation Oman’s presentation providing an update on the development of their National Air Navigation Plan (NANP) further to the ICAO GANP/NANP Workshop held in Muscat from 14 to 18 November 2025. The presentation provided also an overall update on the status of implementation of the ASBU Blocks 0, 1, and 2 elements by Oman.

4.5 The meeting commended Oman for the progress achieved in the development of NANP and for sharing their experience; and encourage other States to request the ICAO MID Office to conduct for them similar GANP/NANP Workshop.

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**PART II: REPORT ON AGENDA ITEMS****REPORT ON AGENDA ITEM 5: FUTURE WORK PROGRAMME****Date and Venue of the RANP/NANP TF/4 meeting**

5.1 The subject was addressed in WP/8, presented by the Secretariat. The recognized the need to have a virtual meeting of the RANP/NANP Task Force before the MIDANPIRG/23 meeting, in order to finalize the new MID ANP Volume III and the MID Air Navigation Report – 2025 before presentation to MIDANPIRG/23 for final endorsement. Accordingly, the meeting agreed that the RANP/NANP TF/4 meeting should be held virtually on **27-28 April 2026**; the RANP/NANP TF/5 meeting will be planned for Q1-2027.

**Election of Chairpersons**

5.2 The subject was addressed in WP/7, presented by the Secretariat. The meeting recalled that Mr. Nasser Al-Khalaf, from Qatar Civil Aviation Authority (QCAA) and Mr. Abdullah M. Albathi, from the General Authority of Civil Aviation (GACA) Saudi Arabia , were elected as Chairperson and Vice Chairperson of the RANP/NANP TF during the RANP/NANP TF/1 meeting (Cairo, Egypt, 19 – 22 February 2024).

5.3 The meeting recalled that in accordance with the MIDANPIRG Procedural Handbook, Part IV, Section 6, par. 6.2 “In order to ensure the necessary continuity in the work and unless otherwise determined by special circumstances, the Chairperson and Vice-Chairperson of a Sub-Group assume their functions at the end of the meeting at which they are elected and serve for three meetings unless otherwise decided”. Considering that Mr. Nasser Al-Khalaf is no longer in a position to continue as the Chairperson of the Task Force, that the RANP/NANP TF/3 meeting was conducted in a hybrid setting with only 5 States attending in-person and that the RANP/NANP TF/4 meeting will be held virtually, the meeting agreed that Mr. Abdullah M. Albathi, continue to chair the RANP/NANP TF/4 meeting and that the election of Chairpersons be included in the Agenda of the RANP/NANP TF/5 meeting, which will be a face-to-face meeting.

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**REPORT ON AGENDA ITEM 6: ANY OTHER BUSINESS**

6.1 Nothing has been discussed under this Agenda Item.

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