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

- 1.1 The subject was addressed in WP/1 presented by the Secretariat.
- 1.2 The meeting decided to extend the Chairmanship of Mr. Saleh Abdullah Al-Harthy, Director of CNS, Civil Aviation Authority (CAA), Oman and elected Mr. Yaseen Al Sayyed, CNS Director, Bahrain Civil Aviation Affairs as the Vice-Chairperson of the MIDANPIRG Communication, Navigation and Surveillance Sub-Group (CNS).
- 1.3 The meeting reviewed and adopted the Provisional Agenda as at paragraph 6 of the History of the Meeting.
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REPORT ON AGENDA ITEM 2: FOLLOW-UP ON MIDANPIRG/19 CONCLUSIONS AND DECISIONS RELEVANT TO CNS

2.1 The subject was addressed in WP/2 presented by the Secretariat. The meeting noted the status of the MIDANPIRG/19 Conclusions and Decisions relevant to CNS. 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 2A**.

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REPORT ON AGENDA ITEM 3: GLOBAL DEVELOPMENTS RELATED TO CNS

- 3.1 The subject was addressed in PPT/3 presented by the Secretariat.
- 3.2 The meeting was apprised of the ongoing amendment to the ICAO provisions related to the following, the PFA preliminary review is expected end of this year:
- Aeronautical Telecommunications Network using the Internet Protocol Suite (ATN/IPS) with Voice over IP (VOIP).
 - SATCOM Performance Class B systems, offer better overall performance compared to the existing systems.
 - L-Band Terrestrial Data Link System (LDACS).
- 3.3 The meeting was informed that the final review of the proposed Amendment 93 to Annex 10 — Aeronautical Telecommunications, Volume I — Radio Navigation Aids, regarding support of the introduction of dual-frequency, multi-constellation (DFMC) global navigation satellite system (GNSS) and support of ionospheric gradient mitigation for the ground-based augmentation system (GBAS), will be conducted in June 2022.
- 3.4 The meeting noted that the Amendment 91 to Annex 10, Volume IV – Surveillance and Collision Avoidance Systems- will be applicable on 3 November 2022, the amendment concerns the introduction of newly developed provisions for airborne collision avoidance system X (ACAS X) and a provision to reduce false ACAS alerts.
- 3.5 The meeting was informed that the preliminary review of the proposal for amendment regarding the 24-bit aircraft addresses is expected end of this year.
- 3.6 The meeting noted that FSMP is discussing some modifications to the ICAO position to the WRC23 to align with the progresses made by relevant ITU Working Parties, the new ICAO position to the WRC23 will be finalized by Q1 2023.
- 3.7 The meeting was informed that FSMP continue its investigation and is striving efforts to provide States with more guidance on relevant mitigation technics as a temporary measure. Furthermore, FSMP has initiated the development of SARPs for new Radar Altimeter designs, this require a close coordination with other Standard Making organizations.

REPORT ON AGENDA ITEM 4: CNS PLANNING AND IMPLEMENTATION IN THE MID REGION***Outcome of the MIDAMC STG/7 Meeting******AMHS Implementation in Oman***

4.1 The subject was addressed in PPT/4 presented by MIDAMC STG Chairman. The meeting was apprised of the of the successful AMHS implementation between Muscat and Mumbai COM Centers, testing activities and documents.

4.2 The meeting was apprised of Oman's plan to migrate to AMHS completely, it was highlighted that the plan should be reflected to the AMC in coordination with the MIDAMC Team.

4.3 It was agreed that the AFTN/CIDIN/AMHS Routing Directories as well as AMC need to be updated to reflect the updated connections in Oman.

MIDAMC Operation

4.4 The meeting reviewed and endorsed the Accreditation Procedure for MID External COM Operators. Accordingly the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/1: ACCREDITATION PROCEDURE FOR MID EXTERNAL COM OPERATORS

That, Accreditation Procedure for MID External COM Operators at Appendix 4A is endorsed.

4.5 The meeting recalled MIDANPIRG 18/34 and urged States to register to the AMC and Update the Network Inventory, Routing Tables and Systems Capabilities. In this regard, the meeting urged States (Libya, Lebanon, Syria, Oman, Kuwait, Sudan and Yemen) to update their data on AMC.

4.6 The meeting agreed to the following Draft Decision to review and update the Routing Tables:

DRAFT DECISION 11/2: UPDATE OF THE AMC ROUTING TABLES

That,

a) *AMC Routing Table Action Group be established to review and update AMC Routing Directory*

b) *be composed of:*

- *the MIDAMC Chairman*
- *the MIDAMC Team (Jordan)*
- *(Egypt)*
- *.....(Bahrain)*
- *.....(Saudi Arabia)*

4.7 The meeting recalled that the MIDAMC platform was withdrawn on 1 April 2021. the meeting commended Jordan for their efforts during the past 10 years in hosting and managing the MIDAMC Web Application.

4.8 The meeting agreed on the proposed procedure to register new SITA User address. The procedure will be reviewed by SITA.

4.9 The meeting recalled the successful transition of SITA integration completed in 2019. it was noted that large scale change in the routing tables of COM centers in the MID Region has been activated after the successful transition of SITA AMHS gateway in the MID Region.

4.10 The meeting recalled that MIDANPIRG/15, through Conclusion 15/30, urged States to refrain from establishing new AFTN and CIDIN connections at the International level, gradually phase out the current connections based on AFTN or CIDIN standards, and expedite their AMHS implementation

4.11 The noted that the following existing CIDIN Connections, Bahrain and Saudi Arabia are working with Cyprus to migrate to AMHS:

- Cyprus, Bahrain
- Cyprus, Jeddah
- Cyprus, Lebanon

4.12 Saudi Arabia requested ICAO MID Support to expedite the implementation of AMHS with Cyprus.

4.13 The meeting recalled that implementation of the AMHS Extended Service and AMHS inter-Regional connection are pre-requisite to exchange IWXXM messages and ROC implementation.

4.14 The meeting reviewed and updated the ROC plan as at **Appendix 4B**.

4.15 The meeting noted that the COMI ASBU Thread has been identified as priority 1 Thread for implementation in the MID Region. In this regard, the meeting reviewed and updated the status of implementation COMI ASBU thread.

4.16 The meeting was informed that the ICAO EUR/NAT AFS to SWIM Transition Task Force (AST TF) is in coordination with the Collins Aerospace community (ARINC) to implement an AMHS gateway between the AMHS community and ARINC.

4.17 The meeting noted that the first implementation step is to validate the addresses the users within ARINC community are sending to via the existing AFTN network. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/3: VALIDATION ARINC ADDRESSEE

That, States are urged to validate the ARINC Users addressee at Appendix 4C by 1 October 2022.

MIP IP Network Project

4.18 The meeting noted the progress done toward implementation of the MID IP Network in the MID Region. The meeting encouraged States that have not confirmed their interest to join the New PENS to do so.

OLDI/AIDC Implementation and Challenge

4.19 The subject was addressed in WP/5 and WP/11 presented by Oman and the Secretariat, respectively. The meeting was apprised of Oman's Experience on OLDI/AIDC implementation, challenges and plan.

4.20 The meeting noted the following challenges associated with AIDC/OLDI Implementation in the MID Region:

- No prior experience with OLDI/AIDC.
- System compatibility issues. –
- OLDI version compatibility.
- Developing Concept of operation.
- Training ATCOs and ATCAs.

4.21 The meeting agreed on the need that ICAO organise a workshop on OLDI/AIDC to provide a forum for sharing experience and provide knowledge.

4.22 The meeting commended Oman and UAE for sharing their OLDI/AIDC experience with other MID States.

4.23 The meeting noted the actions taken towards implementation of AIDC between Muscat and Mumbai. The AIDC testing is still ongoing with VABB. Oman informed the meeting it might reconsider the implementation of OLDI with Mumbai due to:

- System compatibility issues.
- High possibility confusion due to different concept of operation.
- Media dependencies (Point to Point vs AFTN/AMHS network).
- Different LoA agreements specially on the systems requirements with different States

4.24 The meeting noted that Oman is working with their ATM System provide to resolve the system incompatibility issue with Mumbai.

4.25 The meeting recalled that the ATN-IPS WG5 meeting (Cairo, Egypt, 11-13 March 2013) noted that the majority of States in the MID Region have either implemented OLDI or are planning to implement OLDI and have no intention of using only AIDC. Therefore, it was agreed that OLDI implementation should be considered and accepted as Regional variation of AIDC implementation.

4.26 The meeting recalled the Regional agreement that States that are interfacing with adjacent Regions may require to support and implement dual capabilities (AIDC and OLDI). And the selected protocol would be agreed upon bilaterally. As a lesson learned, the meeting agreed on the need to agree on one Regional protocol before investment in agreement with adjacent Region(s). accordingly, the meeting agreed ICAO MID to coordinate with AFI to explore the possibility of such agreement and provide feedback to the CNS SG/12 for further discussion.

4.27 The meeting reviewed the MID Doc 006 - Mid Region Guidance for The Implementation of AIDC/OLDI and agreed it needs a comprehensive update and a new chapter should be added on AIDC Testing using Oman provided testing material.

4.28 The meeting noted that Bahrain and Jeddah are in progress of implementing OLDI connection. It was noted also that Iraq ATM Automation system supports AIDC and OLDI capabilities.

4.29 Based on all the above, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/4: AIDC/OLDI IMPLEMENTATION

That,

- a) a Workshop on AIDC/OLDI be organised in 2023;and*
- b) to review and update the ICAO MID Doc 006 Mid Region Guidance for The Implementation of AIDC/OLDI during the Workshop to be presented to MIDANPIRG/20 for endorsement*

Introduction of CPDLC Service within Jeddah FIR

4.30 The subject was addressed in WP/6 presented by Saudi Arabia. The meeting was apprised of the Data Link capabilities & introduction of CPDLC/DCL services in Saudi Arabia.

4.31 The meeting noted that Saudi has introduced CPDLC service with Jeddah FIR and Departure Clearance (DCL) at Madinah, Jeddah, Riyadh, Dammam, Abha, and Gassim Towers through automated assistance for requesting and delivering clearances, with the objective of reducing pilot and Controller workload.

4.32 The meeting noted that the Implementation of CPDLC and DCL services are intended as supplementary means of communication to the use of voice communication and will be used in the context of non-time-critical communications.

4.33 The meeting noted the following benefits of the CPDLC and DCL services introduction:

- less communication on the ATC frequency;
- increased of airspace and ATC sector capacities;
- more pilot requests can be dealt with simultaneously; and
- reduced probability of miscommunication/misunderstanding (e.g. due call sign confusion); and Safer frequency changes, hence reduction of loss of communication events

4.34 The meeting encouraged States to share their experience on datalink services and agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/5: DATALINK COMMUNICATION WEBINAR

That, a Webinar on Datalink communication be organised in 2023 in coordination

with the ATM SG.

Oman Experience with 5G Deployment

4.35 The subject was addressed in PPT/9 presented by Oman. The meeting was apprised of Oman Experience on mitigating potential 5G interference that may impact Radio Altimeter during Aircraft Operation.

4.36 The meeting was apprised on the actions taken with Oman TRA and commended Oman for the close coordination with Oman TRA. Furthermore, the meeting encouraged MID States to foster their coordination and cooperation with their national telecommunication regulatory authorities.

4.37 The meeting noted that no Radio Altimeter interference occurrence reported in Oman.

5G and Radio Altimeter Operation

4.38 The subject was addressed in PPT/8 presented by IATA. The meeting was noted that IATA has developed a website that includes the Global 5G C-Band status Dashboard and be accessed at: <https://www.iata.org/en/programs/ops-infra/air-traffic-management/5g/>

4.39 The meeting noted that IATA provided 5G Centralized Operational, Tactical and Technical Support to ensure operators, members and working groups, have a single point to address operational, tactical and technical support related to operating in 5G globally and in particular, ongoing 5G deployment in the USA. Furthermore, the meeting was apprised of IATA Regional actions and engagement.

Outcome of the RADALT Action Group Meetings

4.40 The subject was addressed in WP/7 and PPT/24 presented by the Secretariat and Saudi Arabia respectively.

4.41 The meeting recalled that MIDANPIRG/19 meeting agreed, through Decision 19/23, to establish Radio Altimeter (RADALT) Action Group to develop guidance material to protect the aircraft operations from potential Radio Altimeter interference.

4.42 The meeting noted the actions taken by the RADALT Action Group. Furthermore, the meeting was informed about a briefing material on the Radio Altimeter and 5G rollout issue has been disseminated (SL AN7/5.6 & ME3 – 22/045 dated 20 March 2022), to assist States carrying out the necessary analyses of their operations and developing the necessary mitigation mechanisms to avoid a decrease in safety. The ICAO MID State Letter is at **Appendix 4D**.

4.43 The meeting noted that the RADALT Action Group developed a Draft guidance material to protect the aircraft operations from potential Radio Altimeter interference associated with the deployment of cellular broadband/5G. the guidance material will be further reviewed by the AG during the ACAO/ICAO Frequency Management Workshop (6-10 June 2022, Morocco).

4.44 The meeting recalled MIDANPIRG, through Decision 19/24, agreed that the CNS SG coordinate with the RASG-MID relevant subsidiary bodies the 5G Safeguarding measures around the aerodromes to protect RADALT from any interference. In this regard, the meeting agreed to request RASG relevant Subsidiary body to include the 5G interference with RADALT in the RASG ASRT report, edition 12 as one of the emerging risks that will require close coordination between regulators and provides of

telecommunication services and adherence to recommendations set to ensure protection of radio altimeter equipment on board aircraft.

4.45 The meeting commended the RADALT AG for their efforts and dedication.

WRC23

4.46 The subject was addressed in WP/10 presented by the Secretariat. The meeting recalled that ICAO position to WRC23 was disseminated to all States (ref. ICAO SL E 3/5-21/37). The meeting was informed that the WRC23 will be organised in November 2023 in Abu Dhabi, UAE.

4.47 The meeting was apprised of items for which aviation is seeking an action for WRC-23. However, the meeting was informed that FSMP is discussing some modifications to the ICAO position to align with the progresses made by relevant ITU Working Parties, which will be finalized by Q1 2023.

4.48 In order to ensure that decisions taken by the WRC23 conference are in favour of the aeronautical requirements, the meeting urged State:

- a) in preparing their proposals to the ITU WRC-23, include, to the maximum extent possible, the material contained in the Appendix;
- b) undertake to provide for aviation authorities to fully participate in the development of States' positions to ensure support for the ICAO Position at the WRC-23;
- c) include representatives of their civil aviation administrations and experts from aviation in their national delegations to the extent possible, when participating in the ITU-R and Regional preparatory activities for WRC-23; and
- d) ensure, to the extent possible, that their delegations to the WRC-23 include representatives of their civil aviation administrations.

Use of Wireless Links for Navigation Status Monitoring and Transmission of Surveillance Data

4.49 The subject was addressed in WP/16 presented by Saudi Arabia. The meeting was apprised of the use of Microwave Line of Sight (LoS) Links to monitor navigational aids at certain aerodromes and to transfer surveillance data for the provision of approach service within Jazan TMA. The meeting was informed about the methodology used to validate the solutions proposed by the operators of Microwave LOS links. The meeting agreed to develop guidance material on the usage of wireless Links for the connectivity and monitoring of CNS facilities. Accordingly, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/6: USE OF WIRELESS LINKS FOR CNS MONITORING AND DATA TRANSMISSION

That, the UWLCNS Action Group be:

- a) *Established to develop guidance material on the Use of Wireless links for CNS monitoring and data Transmission; and*
- b) *Composed of:*
 - *Luay Beshawri (Saudi Arabia)*
 - *Ismaeil (Iran)*
 - *Sadeq (Oman)*
 - *Ibrahim (Jordan)*

Update on GNSS Interferences

4.50 The subject was addressed in PPT/12 presented by IATA. The meeting was apprised of the updated statistics on GNSS interference incidents in the MID Region. The meeting noted that Iraq, Iran and Jordan have the highest number of reported GNSS incidents.

4.51 The meeting recalled that ICAO MID in coordination with IATA conducted a meeting with Iraq and Turkey on GNSS interference, the meeting agreed on the need for a follow-up call with the relevant parties.

4.52 The meeting recalled MIANPIRG Conclusion 19/24 and urged states that have frequent unresolved GNSS issue to implement the conclusion and report infringements of the ITU radio regulations.

MIDANPIRG CONCLUSION 19/4: REPORTING OF GNSS RFI TO ITU

That, States are invited to report frequent GNSS radio frequency interferences to ITU Radio-communication Bureau (ITU-BR), describing GNSS RFI impact either in their State or reported by their registered aircraft.

4.53 The meeting agreed that IATA and MID Office should review and update the RASG-MID safety advisory on GNSS vulnerabilities (RSA 14) and present it to RASG-MID/10 for endorsement.

4.54 The meeting agreed to discuss the use of feasibility of the use of the ADS-B as GNSS RFI monitoring during the emerging Surveillance Symposium (5-7 September 2022).

Outcome of MICA Webinar

4.55 The subject was addressed in PPT/13 presented by the Secretariat. The meeting was apprised of the outcome of the MICA Webinar that was conducted 19-20 October 2021.

4.56 The meeting agreed to the urged States to the following:

- nominate MICA focal point(s) if have not done so;
- coordinate allocation of Interrogator Code to Mode S radar with MICA Cell;
- confirm implementation of MICA Code once implemented on system; and
- report any codes conflict to ICAO MID and MICA cell.

Outcome of ADS-B Webinar

4.57 The subject was addressed in PPT/14 presented by the Secretariat. The meeting was apprised of the outcome of ADS-B Webinar (16-17 November 2021). The meeting agreed on the need to update the MID Region Surveillance Plan with the outcome of the ADS-B Webinar.

ADS-B Plans for Oman

4.58 The subject was addressed in WP/15 presented by Oman. The meeting was apprised of Oman experience and plan on ADS-B implementation.

4.59 The meeting noted that Oman will use the ground based ADS-B as a gap filler to non-radar coverage areas and as a supplementary means of surveillance.

4.60 The meeting noted that ADS-B is implemented widely in the MID region for safety net enhancement and as a supplementary or backup surveillance source.

4.61 The meeting highlighted that the MID Region suffer from GNSS interferences which could impact significantly the performance and credibility of the use of ADS-B. however, introduction of the dual frequency multi- constellation GNSS will make the ADS-B more resilient.

4.62 The meeting encouraged States to share Radar and ADS-B data.

New Radar System in Jordan

4.63 The subject was addressed in WP/24 presented by Jordan. The meeting was informed that Jordan has installed Radome in order to protect radar antenna from severe weather conditions especially high wind speed and to extend the life span of the antenna.

4.64 The meeting requested the MID Office to coordinate with EUROCONTROL in order to explore the use of the Radar performance assessment tool (SASS-C) for MID States.

Review of the MID Region Surveillance Plan

4.65 The subject was addressed in WP/17 presented by the Secretariat.

4.66 The meeting recalled that MIDANPIRG/19 meeting, through Decision 19/26, tasked the CNS SG in coordination with the ATM SG to update the MID Region Surveillance Plan (MID Doc 013), with the outcome of the ADS-B Webinar and MID States' experience in ADS-B implementation.

4.67 The meeting reviewed the MID Region Surveillance plan and agree that it needs comprehensive review. Accordingly the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/7:**SURVEILLANCE PLAN ACTION GROUP**

That, the Surveillance Plan Action Group be:

c) established to develop review and update the MID Region Surveillance plan; and

d) composed of:

- *Luay Beshawri (Saudi Arabia)*
- *Oman*
- *Iran*
- *Ahmad Abdelwahab (Egypt)*
- *Jehad Faqir (IATA)*
- *ICAO MID*

4.68 The Revised MID Region Surveillance plan should be presented to the ATM SG, CNS SG/12 and MIDANPIRG/20 for review and endorsement.

ANS Cyber Security

4.69 The subject was addressed in WP/19 presented by Egypt. The meeting recalled the cyber security activities in the MID Region.

4.70 The meeting noted that gap analysis conducted by Egypt between what are required in the ICAO cyber security strategy and cyber security action plan and the current implementation level in our MID Region.

4.71 The meeting agreed to task the Air Navigation Cyber Security Working Group (ACS WG) to conduct in depth GAP analysis and propose action to the CNS SG/12 meeting.

4.72 The meeting encouraged States to participate in the planned ANS cyber Security table top exercise in October 2022 in Amman, Jordan.

4.73 The meeting discussed the need to share experience on cyber threats and incidents, in this regard, the meeting recalled that UAE developed and hosted ATM data cyber security portal. The meeting tasked the ACS WG to review the portal and propose solution to enhance its use in the MID Region.

4.74 The meeting was informed about ACAO cyber security group, the meeting agreed to coordinate actions in order to avoid efforts duplication.

Use of Remote and Virtual TWR (RVT) for the Provision of ATS at Alula Intl. Airport

4.75 The subject was addressed in WP/18 presented by Saudi Arabia. The meeting was apprised of Saudi experience on the implementation of remote aerodrome ATS.

4.76 The meeting noted that Saudi's plan covers the new Red sea aerodrome (OERD) and other existing aerodrome with no ATS facility. Al-Ula Virtual Tower System (VTS) is the first project which covers designing, installing, testing and commissioning of facilities to be used for provision of ATS at Al-Ula International airport (OEAO) remotely from a Remote-Control Centre located at the new Jeddah ATC TWR.

4.77 The meeting agreed that implementation of remote aerodrome ATS service may be considered as significant improvement for aerodromes with no ATS or where ATS is available during limited operational working hours.

4.78 The meeting noted that visual surveillance system and the data transmission links constitute the most critical enabler as aeronautical mobile service (air-ground communication) and surface movement control service voice communication (ground-ground communications), as well as monitoring and operating of systems/equipment on the aerodrome (e.g. camera management, aerodrome lights and navigation aids systems) would rely on the visual presentation and the communication links for the provision of safe aerodrome ATS service.

4.79 The meeting was informed that Qatar has similar ongoing project. Accordingly, the meeting requested Qatar and Saudi Arabia to provide States with the safety case and cost benefits analysis templates to assist them analysing the feasibility of remote tower deployment.

4.80 The meeting agreed that the MID Region Surveillance plan need to be updated and a new chapter on Visual surveillance should be developed.

4.81 The meeting agreed that the CNS infrastructure for the remote tower should be address during the Emerging surveillance symposium , and a webinar be conducted in 2023 in coordination with the ATM SG. Accordingly the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 11/8: RATS WEBINAR

That, a Webinar on Remote ATS Tower be organised in 2023 in coordination with the ATM SG;

REPORT ON AGENDA ITEM 5: STATUS OF IMPLEMENTATION OF ASBU THREADS/ELEMENTS RELATED TO CNS

5.1 The subject was addressed in PPT/20 presented by the Secretariat. The meeting recalled MIDANPIRG Conclusion 19/6 regarding the Web-based MID Region Air Navigation Report (2022). The meeting reviewed and updated the status of Priority 1 ASBU Threads/Elements related to CNS and encouraged States to provide Success Stories to be included in the Web-Based MID AN Report for 2022.

5.2 The meeting was apprised of the 6-steps Performance Management Process, the meeting encouraged States to develop their National Air Navigation Plan using the 6- steps PMP.

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REPORT ON AGENDA ITEM 6: REVIEW OF AIR NAVIGATION DEFICIENCIES IN THE CNS FIELD***Oman Yemen Deficiency on Voice Circuits***

6.1 The subject was addressed in WP/22 presented by Oman. The meeting recalled that the ATS direct speech circuit between Muscat and Sana`a has been down for over two decades due to technical issue. It was noted that Oman has submitted the corrective action plan on MANDD.

6.2 The meeting was informed that Oman re-established the ATS Direct speech with Sanaa ACC. Accordingly, the meeting agreed to eliminate the deficiency from the MANDD.

6.3 CNS Deficiencies in the MID Region

6.4 The subject was addressed in WP/21 presented by the Secretariat. The meeting reviewed and updated the list of deficiencies in the CNS field as reflected in the MID Air Navigation Deficiency Database (MANDD) at: <https://mandd.icao.int>.

6.5 The meeting urged States to implement the provisions of the MIDANPIRG/15 Conclusion 15/35 and provide updates on the status of their deficiencies using MANDD.

6.6 The meeting noted that during MIDANPIRG/19 meeting reviewed the proposal of the ASPIG/3 meeting on MID Air Navigation Deficiencies Management Process (MID AND-MP). The meeting recalled that MIDANPIRG/19 tasked all Sub Groups to study the proposal and provide their feedback to MIDANPIRG/10 meeting. In this regard, the meeting agreed that the CNS Chairmen and the Secretariat to review and study the proposal and share their feedback through correspondence with all CNS members for further review and comment.

REPORT ON AGENDA ITEM 7: FUTURE WORK PROGRAMME

7.1 The subject was addressed in WP/23 presented by the Secretariat.

7.2 The meeting agreed that the CNS SG/11 be tentatively scheduled in March 2023 and be held back-to-back with the MIDAMC STG/8. The venue will be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

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REPORT ON AGENDA ITEM 4: ANY OTHER BUSINESS

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