PART II: REPORT ON AGENDA ITEMS

REPORT ON AGENDA ITEM 1: ADOPTION OF PROVISIONAL AGENDA

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

REPORT ON AGENDA ITEM 2:   **FOLLOW-UP ON MIDANPIRG/21 CONCLUSIONS AND DECISIONS RELEVANT TO CNS**

2.1   The subject was addressed in WP/2 presented by the Secretariat. The meeting recalled the Conclusions and Decision emanated from the MIDANPIRG/21 meeting in relation with CNS field and agreed to revise some of them notably those related to technical matters. Based on global and regional developments, the meeting agreed to draft, as deemed necessary, Draft Conclusions and Decisions to be presented to MIDANPIRG/22 meeting for endorsement.

REPORT ON AGENDA ITEM 3:   MID ATS MESSAGING MANAGEMENT CENTRE STEERING GROUP (AMC STG/9) - MAIN MATTERS INCLUDING AMHS AND AMC

Early Access to the AMC Table Updates

3.1   The subject was addressed in WP/12 presented by the United Arab Emirates.

3.2   The meeting noted the importance of timely access to updates in the Aeronautical Management Console (AMC) table, which contains critical information on new or deleted aeronautical fixed telecommunication network addresses.

3.3   The meeting noted that the AMC table updates are crucial for maintaining the integrity and efficiency of aeronautical communication systems which provide stakeholders with up-to-date information on changes in fixed telecommunication network addresses, essential for smooth operations.

3.4   The meeting noted UAE concern about the challenges with Current Update Timelines that may delay the implementation of necessary adjustments, which could negatively impact system readiness and operational efficiency.

3.5   The meeting noted the UAE proposal suggesting that AMC table updates/file be provided to stakeholders a minimum of two days before the official release date indicated on the of the AIRAC. This time buffer will facilitate an overview of the new or modified network addresses and give the chance to the Stakeholders to test the prior the inclusion of the table/file into the system.

3.6   The meeting agreed that ICAO MID Office convey this concern and proposal to the MID Region AMC Steering Group to address the matter and take the necessary actions accordingly.

Legacy Links

3.7   The subject was addressed in WP/18 presented by the United Arab Emirates.

3.8   The meeting was apprised of the challenges associated with the continued use of outdated "legacy links" in the Middle East region's air navigation systems and their impact on the efficiency of the services delivered by Air Navigation Service Providers (ANSPs) in the Middle East Region. The meeting highlighted that the continue to use obsolete CNS infrastructure, while still functional, is becoming inefficient and pose challenges that affect safety, efficiency, and operational effectiveness, particularly in air traffic management (ATM).

3.9   The meeting underlined the numerous following challenges related to the reliability of the Legacy CNS systems and Internet Service Provider (ISP) links, but not limited to:
- maintenance cost,
- incompatibility with modern technologies leads to fragmented networks,
- critical data-sharing limitations negatively impact decision-making, situational awareness, and resilience,
- alignment with the goals of the ICAO Global Air Navigation Plan (GANP) and the Middle East Region Air Navigation Plan (MID ANP).

3.10   The meeting recognized that these issues impede the integration of newer, more efficient air traffic systems, especially during peak and emergency situations which stress out the importance of modernizing CNS systems to improve regional and global air traffic management.

3.11   The meeting noted with appreciation the phases proposed by UAE in order to develop a strategy of CNS infrastructure modernization, notably:

- Phase 1: A regional assessment to identify critical gaps in legacy CNS and ISP systems.
- Phase 2: Development of a regional modernization plan prioritizing the replacement of outdated infrastructure with advanced technologies (fiber-optic networks, satellite-based communications, and MPLS).
- Phase 3: Training and capacity-building for ANSPs to ensure a smooth transition.
- Phase 4: Ongoing monitoring and evaluation of the modernization process to ensure alignment with safety and performance objectives.

3.12   The meeting validated those phases and noted the need to conduct regional assessment of the CNS the current infrastructure in the MID Region to prepare for the transition to modern infrastructure. The States agreed that in collaboration with MID Office, coordination meetings in relation with the subject should be conducted to define the way forward and present the outcomes of this coordination to the CNS SG/13 meeting for review.

MID Region IP Network Solution

3.13   The subject was addressed in PPT/10 and PPT/11presented by the Secretariat.

3.14   The meeting would like to recall that ICAO MID Office has been approached by APAC Office to explore the possibility to re-engage the MID States in the APAC CRV project since now the cost would be much less than quoted before. The MIDANPIRG/21 meeting agreed to refer the matter to the CNS SG/13 for further study then recommend a solution to MIDANPIRG/22 Meeting.

3.15   The meeting noted that the ICAO MID Office extended the CNS SG/13 Meeting invitation to the ICAO APAC Office in order to provide more details about the subject.

3.16   The ICAO Secretariat from the ICAO APAC Office shared information about the Asia Pacific Regional IP Network, Common aeRonautical Virtual Private Network (VPN) (CRV). The correlation of the CRV network with the ICAO Global Air Navigation Plan (GANP) and relevant ASBU elements and their interdependencies with other ASBU threads were shared during the Meeting. The current CRV governance being followed in the APAC Pacific Region was noted by the Meeting.

3.17   The Meeting was informed that the CRV Operations Group (CRV OG) is the responsible body under the Aeronautical Communication Services Implementation Co-Ordination Group (ACSICG) for the operations and management of the CRV network. The Meeting noted the benefits of implementing an IP Network for voice and Data, recalled past ICAO MID meetings and related decisions relevant to CRV implementation and discussed the roadblocks for CRV implementation efforts from MID States from 2017-2019. It was noted that price was one of the critical factors in the decision-making process. ICAO Secretariat shared various reasons for initiating another effort to motivate MID States to join CRV and explained potential reasons for MID States to consider joining CRV along with associated benefits.

3.18   The service provider responsible for the implementation CRV network (PCCWG) shared information about the company and CRV network along with a description of each Package available in the CRV contract. PCCWG explained technical solutions for MID States for CRV implementation and a price summary for various packages compared to the price quoted in 2018. Lastly, PCCWG presented a special promotion offer for MID States to join CRV for Package D and Package D+.

3.19   In response to a question about cyber security provisions in CRV, it was stated that the security of the CRV network is the responsibility of the States contracting CRV along with the CRV service provider. The CRV Service provider, PCCWG, shared the concept of GRE tunnelling utilized in CRV to make it a secure network and added that CRV is a Closed private network that is unreachable & invisible from the Internet.

3.20   The Meeting noted that PCCWG is certified by ISO 27001: Information Security Management. ICAO Secretariat shared information about previous discussions done in CRV OG meetings to mandate the firewall, conduct cyber security assessments and request from CRV users to define minimum security requirements to comply by CRV users. The ICAO Secretariat informed that CRV OG is waiting for global provisions due for publication from the Trust Framework Panel. Once the global provisions are published, all regional communication service providers and States will be obliged to implement them in the regional network implementation.

3.21   The Meeting was informed that while processing the implementation of CRV, it is mandatory to verify and assess peer States' readiness so that the CRV network can be utilized to transmit aeronautical data immediately after signing the contract. It was suggested that individual States may initiate the process to join CRV following the steps mentioned in the PCCWG presentation; however, before signing the service order, the State should confirm their peer States' readiness.

3.22   IATA shared information about three additional regional networks. It was informed that the Southern African Development Communities (SADC) VSAT and North Eastern Africa-Indian Ocean (NAFISAT) networks are managed by Air Traffic and Navigation Services SOC Limited (ATNS), South Africa and the AFI Satellite Network (AFISNET) network is managed by The Agency for Aerial Navigation Safety in Africa and Madagascar (ASECNA). IATA shared the need for the interconnection of various regional networks and suggested conducting at least one global Meeting of all Communication Service Providers for various regional networks.

3.23   In response to a question about the mandate to join CRV by ICAO APAC e-ANP, the ICAO APAC Secretariat informed that APANPIRG adopted a conclusion to direct APAC States/Administrations to implement CRV by 2020, which was further extended to 2023 due to severe impact of COVID 19. It was added that the "ICAO APAC ATN Infrastructure table" mentioned in ICAO APAC e-ANP Vol II has been modified to add CRV information. There is a plan to identify Air Navigation deficiencies in future if a State does not implement CRV.

3.24   ICAO APAC Secretariat added that CRV common provisions have been modified to provide flexibility for States to upgrade/downgrade the selected packages. However, there is a penalty for downgrading the packages, which will be borne equally by the State and CRV Service Provider.

3.25   The Meeting noted that the CRV contract mandates States to join CRV for an initial term of a minimum of 5 years. However, as the current CRV contract is expiring on 31 December 2028, a special exception has been provided to MID States in the offer presented by PCCWG.

3.26   The Meeting noted that the presented price includes the rental price of a minimum number of NIDs required to support the selected packages and preventive and corrective maintenance costs.

3.10.   The Meeting was informed that High-level questionnaire provided in **Appendix 3A** to the Report could be used to calculate the minimum bandwidth required for a particular site in a State. The Meeting encouraged States to utilize the template and initiate working on bandwidth requirements to estimate the need to select the preferred Package.

REPORT ON AGENDA ITEM 4: **FREQUENCY MANAGEMENT WORKING GROUP (FM WG/3) MAIN MATTERS**

FREQUENCY / SPECTRUM MANAGEMENT

MIDANPIRG endorsed Conclusions

4.1   With reference to WP/2 under Agenda Item 2, the meeting recalled that MIDANPIRG/21 Meeting agreed that new set of Conclusions/Decisions be replacing and superseding the previous ones in relation with the following subjects:

> *MIDANPIRG DECISION 21/23:*   *REVIEW OF THE MID REGION ALLOTMENT PLAN*
>
> *That, in order to increase the amount of spectrum that can be used for Aeronautical Services, the CNS SG should adopt the revised planning Principle for Aeronautical Frequency Bands of 117.975-137 MHz and review and update, as deem necessary, the current MID allotment plan by* **Q1 2025.**
>
> *MIDANPIRG CONCLUSION 21/24:*   *OPTIMIZATION OF FREQUENCY ASSIGNMENT IN THE MID REGION*
>
> *That, in order to optimize the frequency assignment planning and mitigate VHF frequency congestion at regional level, States are urged to:*
>
> a) *coordinate with ICAO MID Office before assigning frequencies for aeronautical services (VHF COM, VHF NAV);*
> b) *perform an update/review of the data in the VHF-COM/NAV module; and*
> c) *submit Frequency Requirements for the Period 2023 – 2030 using the Guidance Doc. at* **Appendix 5L by Q4 2024***.*

A Review of VHF COM Frequency Allotment Plan and Utilization in the MID Region

4.2   The subject was addressed in PPT/13, presented by Iraq and focused on improving the efficiency and management of VHF communication frequencies in the MID region, with a particular emphasis on optimizing channel utilization, reducing redundant assignments, and planning for future needs.

4.3   The meeting was informed about the VHF communication (COM) frequency allotment plan and its utilization in the Middle East (MID) region.

4.4   The meeting noted that the International Telecommunication Union (ITU) regulation related to the global allocation of radio frequencies, dividing the world into three regions and ensuring global harmonization for aeronautical services.

4.5   The meeting recalled that the aeronautical mobile service (AM(R)S) in the 118-137 MHz band is critical for VHF air-ground communications and ICAO SARPs related to radio frequencies could be found in Annex 10 and ICAO Doc 9718. These documents provide a framework for international and national frequency use.

4.6   In relation with the VHF Frequency Band (118-137 MHz), the meeting highlighted that this band is widely used for air-ground voice and some data communications. ICAO has assigned frequencies for international (ICAO) services and national services (NAT) in its allotment tables, which are reflected in both global and regional allotment plans.

4.7   The meeting recalled that the MID region follows the standard channel spacing of 25 kHz, while Europe uses 8.33 kHz, offering more available channels. The meeting agreed that the CNS Focal Points, in coordination with the ICAO MID Office, explore the need and the feasibility of the adoption of the 8.33 kHz spacing channel in the MID Region potentially through a survey addressing the subject.

4.8   In relation with the Frequency Utilization in the MID Region, the meeting highlighted that several frequency bands in the MID region allocated for different services (e.g., ACC, APP, AOC). However, many channels remain unused, such as 27 channels in the AOC band, 22 in the ACC band, 12 in the APP band, and others across different services. In addition, the MID region's allotment for AOC (Aircraft Operational Control) service is 3.125 MHz, offering 126 available channels, compared to Europe's 56 channels with 8.33 kHz spacing.

4.9   In relation with the above, the meeting identified the following issues:

- Duplicated frequency assignments for the same stations.
- Extended-range facilities listed without proper identification.
- Some frequency assignments have a larger Designated Operational Coverage (DOC) than the actual service area.
- The ITU's allocation of the 117.975-137 MHz frequency band to AMS(R)S (aeronautical mobile-satellite service) may require new allotments in the future.

4.10   Accordingly, the meeting suggested the following observations to be taken in consideration by both States and ICAO:

- AOC Band Reduction: Consider reducing the AOC band to allow more channels for other services.
- Simplification of Allotments: Simplify the VHF COM Frequency Allotment Plan by merging sub-services into main services.
- Frequency Assignment Review: Urge states to review their frequency assignments, eliminate duplicates, include the ER family name, and align DOC with actual coverage.
- Future Requirements: States should submit their frequency requirements for 2025-2030.
- Use of Frequency Finder Tool: This tool should be enhanced to include service polygons and conduct a comprehensive assessment of channel availability in the MID region.

Enhancing FF Tool Functionality with MID Region Area Service Polygons Data

4.11   The subject was addressed in WP/15 presented by Iraq and aligned with the overall objective of improving frequency management and planning in the MID Region.

4.12   The meeting was apprised of the Frequency Finder (FF) tool as the ICAO platform resource used by States and Regional Offices for frequency assignment planning. The meeting recalled that one of the tasks of the Frequency Management Working Group (FM WG), currently proposed to shift into a Task Force as per the revised MIDANPIRG Structure 2024 that been endorsed by MIDANPIRG/21 Meeting, is to develop recommendations to meet future operational needs in VHF voice communications while avoiding the introduction of 8.33 kHz spacing in the MID Region for as long as possible.

4.13   The meeting noted that the purpose of the requested enhancement is highlighted by the following:

- Current Setup: The FF tool primarily uses a circular Designated Operational Coverage (DOC) model around ground stations to define service volumes for VHF communications.
- Proposed Enhancement: The paper suggests adding polygon-shaped service volumes (such as those representing ACC or FIR sectors) to the FF tool, as these are more precise and flexible than the standard circular DOCs. Polygon service volumes are already used in the FF database for Europe, and the proposal is to include them for the MID Region.
- Efficiency: By using polygons instead of circular DOCs, especially for services like Flight Information Services (FIS) or ACC within smaller FIRs, the efficiency of frequency assignment planning can be significantly improved. This will also allow the implementation of extended-range stations without requiring additional frequency coordination.

4.14   The meeting is proposing the incorporating of MID Polygons and agreed on the need to add the ACC and APP polygons for the MID Region to the FF polygons database.

4.15   The meeting requested the ICAO MID Office to coordinate with HQ, notably, the FF tool developer to seek the possibility to integrate the MID polygon sectors into the database. The meeting requested States to support ICAO by providing coordinates for their ACC and APP sectors and consider including FIR sector information for all current and future frequency assignments.

4.16   The Secretariat notified the meeting that by incorporating the polygons the FF Tool will be increasing the complexity of the algorithm (e.g. response time) calculating the interference between the selected station and the polygons, yet the States need/proposal will be conveyed to ICAO HQ for feedback on the subject.

Frequency Spectrum Management Office - FSMO

4.17   The subject was addressed in WP/14 presented by Saudi Arabia and highlighted the significance of effective frequency spectrum management, and the role of a dedicated CAA body/unit/mechanism could play in ensuring safe and efficient aviation operations, both nationally and globally.

4.18   The meeting was apprised of the Saudi Arabia initiative related to the establishment of the Frequency Spectrum Management Office (FSMO) within the General Authority of Civil Aviation (GACA) of Saudi Arabia. The meeting noted that the established office plays a crucial role in managing the aeronautical frequency spectrum in the country.

4.19   The meeting recalled that the FSMO was established in August 2023 by GACA as part of Saudi Arabia's national strategy to efficiently manage the radio spectrum frequencies used in civil aviation. The meeting highlighted that the FSMO currently is responsible for ensuring safe, efficient, and interference-free use of the aeronautical frequency spectrum and works closely with the Communication, Space and Technology Commission (CST) and the national telecommunication authority, to regulate frequency spectrum usage. In addition, the meeting noted that the FSMO manages the allocation and use of the aeronautical frequency spectrum in coordination with national telecommunications regulators and other relevant stakeholders.

4.20   The meeting indicated that the duties of the FSMO include policy development, monitoring compliance with regulations, addressing interference issues, and maintaining the accuracy of frequency data in the ICAO Frequency Finder tool (FF) to ensure regular reviews of the frequency assignments. Also, the FSMO coordinates with the ICAO Frequency Spectrum Management Panel (FSMP), which provides guidance on global and regional spectrum management.

4.21   The meeting noted with appreciation Saudi Arabia initiative related to the establishment of the FSMO and recognized that the establishment of such body within the CAA Structure plays a crucial role in ensuring the safe and efficient management of the aeronautical frequency spectrum in the State.

4.22   The meeting acknowledged the establishment of the FSMO and encouraged MID States to adopt a harmonized approach to frequency spectrum management, ensuring consistency with international standards while addressing national and regional needs.

4.23   In this regard, the meeting encouraged States to establish regular monitoring and updates of frequency assignments using the ICAO Frequency Finder tool, with a recommended quarterly review and support the ICAO MID Office in conducting/hosting workshops/fora on emerging technologies (e.g., 5G/6G, satellite communications).

Preparation for the ITU WRC-27

4.24   The subject was addressed in WP/26 presented by the Secretariat and highlighted the importance of preparing for the World Radiocommunication Conference 2027 (WRC-27).

4.25   The meeting was apprised of the ICAO Assembly Resolutions A41-7 and A41-8, which supersede previous resolutions and provide guidance on aviation's use of the radio frequency spectrum.

4.26   The meeting indicated that aeronautical radio services are recognized internationally as primary users of specific radio frequencies. The meeting recalled that the radio spectrum is a limited and critical resource for civil aviation. Without proper spectrum management, the meeting noted that safe, efficient, and cost-effective global air transport would not be possible.

4.27   The meeting also recalled that ICAO's position for WRC-23 was established to ensure that civil aviation's spectrum needs were considered. The meeting noted that the same level of preparation is required for the upcoming WRC-27.

4.28   With reference to ICAO's Assembly Resolutions A41-7 and A41-8 which provide strong support for the ICAO frequency spectrum strategy and outline the need for States to actively participate in regional and global spectrum management discussions, the States and stakeholders are urged to support ICAO's frequency spectrum strategy by:

- Collaborating on spectrum-efficient systems.
- Including civil aviation interests in proposals for WRCs.
- Ensuring representation of civil aviation experts in international meetings related to spectrum management.
- Protecting aviation spectrum from harmful interference.

4.29   The meeting emphasized that States are encouraged to begin preparing their proposals for WRC-27, ensuring they align with the outcomes of Resolutions A41-7 and A41-8. The meeting recalled that States should include civil aviation experts in their delegations for ITU and WRC preparatory activities to represent aviation's spectrum needs effectively.

4.30   The meeting noted that the ICAO MID Office is considering organizing a WRC-27 Preparatory Workshop in 2025 to support regional preparation efforts and will update the States about the official dates after coordination with ICAO HQ.

REPORT ON AGENDA ITEM 5:   CNS PLANNING AND IMPLEMENTATION FRAMEWORK IN THE MID REGION

COMMUNICATION MATTERS

Migration of the inter-regional communication links to AMHS

5.1   With reference to the WP/2 under Agenda Item 2, the meeting recalled that the MIDANPRG/21 Meeting encouraged States to uplift the capacity and resilience of the inter-regional AFTN and urged States to migrate inter-regional communication links to AMHS.

5.2   Based on the above, the meeting recalled that the MIDANPIRG endorsed to following Conclusion:

MIDANPIRG CONCLUSION 21/25:   INTER-REGIONAL COMMUNICATION LINKS

That, in order to enhance the AFS Network efficiency and performance, States be urged to:

a) *investigate the occurrences related to loss of AFTN Data,*
b) *migrate inter-regional communication links to AMHS;*
c) *rationalize the inter-regional connections established on bilateral basis, taking into consideration the regional requirements set in the MID ANP Vol II and operational needs; and*
d) *provide the ICAO MID with update the outcomes of a) and their AMHS implementation plans/progress by **30 May 2024.***

Status of Implementation of Automated Data Exchange Systems (ADE) in Muscat FIR

5.3   The subject was addressed in WP/7, presented by Oman.

5.4   The meeting noted with appreciation that Oman CAA initiated the implementation of Automatic Data Exchange (ADE) System. to enhance cross-FIR flight safety and efficiency, which improve coordination, flight notification, and transfer of control., by reducing ATC workload and minimize coordination errors.

5.5   The meeting noted that the connection was successfully established with UAE and testing is ongoing with Jeddah, Mumbai, Karachi and Tehran

Operational inputs to AIDC-OLDI applicability area

5.6   The subject was addressed in WP/6, presented by the Secretariat.

5.7   The meeting recalled the discussion during MIDANPIRG/21 meeting related to extended timeline for implementation of AIDC/OLDI Priority 1 in the MID Region to the end of December 2026. Accordingly, the list of deficiencies was modified to eliminate the deficiencies associated with the AIDC/OLDI implementation, allowing the States additional time to fulfils this requirement within the applicability area. Based on that the meeting encouraged the relevant states per applicability area to undertake the necessary measures to establish AIDC/OLDI connections in before end of December 2026.

5.8　　　　　The meeting reviewed the current Applicability Area for the AIDC/OLDI implementation, and found out a criteria should be established based on the operational needs to identify the applicability area, the meeting reviewed the proposal by the Secretariat based on operational data at **Appendix 5A** agreed on the following criteria:

   a) if the traffic exchange rate between two adjacent ACCs has exceeded 30 flights per hour; or
   b) if two consecutive FIRs implemented longitudinal separation 10 NM or less at common FIR boundary point(s); or
   c) if two adjacent FIRs implemented cross border Free Route Airspace (FRA); or
   d) if the number of LHD recorded by MIDRMA related to adjacent ACCs has exceeded 10 reports per month and it lasts for more than 6 months; or
   e) if traffic movement at the common FIR boundary significant increased during contingency situations.

5.9　　　　　The meeting agreed that based on the criteria above, and matrix in **Appendix 5B**, ICAO MID develop draft AIDC/OLDI applicability area to be reviewed by the ASM WG.

Oman Experience and Challenges to AIDC-OLDI Implementation

5.10　　　　The subject was addressed in IP/3 prepared by Oman.

5.11　　　　The meeting was apprised of the recent testing of AIDC/OLDI (ATS Interfacility Data Communication/On-Line Data Interchange) between Oman and India, aiming to improve coordination between neighbouring Air Traffic Control Centres (ACCs). The meeting noted that the implementation of AIDC/OLDI reduced coordination failures which consist of the major cause of Loss of Separation (LOS) incidents.

5.12　　　　The meeting identified the challenges related to compatibility and interoperability between different ATM systems which delineate the need for standardized data exchange formats, and the importance of upgrading ATM systems to support AIDC/OLDI.

5.13　　　　The meeting recommended that the ICAO MID Office collaborate with the ICAO APAC Office to collaboratively address these issues and encourage further implementation of AIDC/OLDI across the MID region.

Readiness for FF-ICE Implementation

5.14　　　　The subject was addressed in WP/8, presented by UAE.

5.15　　　　The meeting highlighted that the critical role of the FF-ICE initiative in modernizing air traffic management (ATM). FF-ICE offers an advanced mechanism for managing flight planning and air traffic flow by enabling real-time data exchange between aviation stakeholders, including air traffic controllers, airline operators, and airport authorities.

5.16　　　　The meeting also noted that the current flight planning mechanisms limit the efficiency of airspace management, particularly in regions with rapidly growing air traffic, such as the Middle East. The transition to FF-ICE will provide substantial benefits by offering stakeholders access to more accurate, real-time data, which will enhance decision-making and improve the efficiency of operations. The Middle East's strategic geographic location makes it imperative for the region to align with global trends in air traffic management modernization.

5.17   The meeting recalled Abu Dhabi declaration (UAE initiative to support the ANS within the MID Region) and UAE commitment to supports the early planning for the FF-ICE implementation and cessation of the current Flight Planning (FPL2012) system early 2030s.

5.18   The meeting informed the benefit and challenges for implementation of FF-ICE and agreed on the followings:

   a)   consider early planning of FF-ICE implementation at regional level;

   b)   consider the inclusion of FF-ICE implementation as a priority for implementation at regional level; and

   c)   encourage member states to consider the inclusion of FF-ICE on their national air navigation plans (NANPs) and ensure their readiness for the transition.

5.19   The meeting received tentative offer from UAE to host a multidisciplinary FF-ICE Workshop back-to-back with the ATFM TF during 2025, aiming to build the capacity of the region to enable proposer understanding and planning for the FF-ICE implementation. Exact details will be communicated in due time in coordination with the MID Office.

NAVIGATION MATTERS

GNSS Radio Frequency Interference (GNSS RFI)

5.20   The subject was addressed in WP/2 presented by the Secretariat. The meeting noted the following MIDANPIRG/21 Conclusion related to GNSS Interference (GNSS RFI):

   MIDANPIRG CONCLUSION 21/27:   GNSS RFI MITIGATION

   That,

   a)   *States affected with GNSS RFI take necessary mitigation measures and provide update to the ICAO MID Office by 30 May 2024; and*

   b)   *the ATM SG in coordination with AIM, CNS and PBN SGs to address the reported occurrences and review the MID RSA 014 on GNSS Vulnerabilities as deemed necessary to be presented to MIDANPIRG/22 – RASG-MID/12 for endorsement.*

5.21   In addition, the meeting also noted RASG-MID/11meeting concern about the issue of GNSS interference and spoofing and tasked the CNS SG to manage the GNSS interference and spoofing and provide an update to the RASG-MID. Accordingly, the meeting noted consequently the following RASG-MID/11 Conclusion related to GNSS Interference (GNSS RFI):

   RASG-MID CONCLUSION 11/3:   GNSS INTERFERENCE AND SPOOFING

   That,

   a)   *ICAO with the support of states and IATA to establish a regionally determined minimum operational network (MON) of conventional navigation aids for use in case of GNSS interference /Spoofing;*

> b) *States be urged to develop mitigation measures to be used in case of GNSS interference;*
>
> c) *States to maintain adequate infrastructure to enable aircraft operators use of conventional navigation aids as appropriate during GNSS RFI or Spoofing;*
>
> d) *Original Equipment Manufacturers (OEMs) to provide further guidance and information on the effects and mitigations of GNSS RFI (including interference, jamming and spoofing) from the perspective of aircraft equipment;*
>
> e) *States to foster Civil-military coordination and cooperation; and*
>
> f) *ICAO with the support of States, ACAO, IATA and IFALPA to amend RASG-MID Safety Advisory – 14 including the update of the GNSS RFI statistics and to include GNSS spoofing effect and mitigation measures.*

5.22   The meeting recalled the recommendation of the Air Navigation Conference Fourteen (ANC-14) notably, the ANC-14 Recommendation 2.2/1 addressing safety risks related to new and evolving aviation technologies and concepts and recommendation 2.2/2 Addressing global navigation satellite system interference and contingency planning.

5.23   The meeting agreed to request the MIDANPIRG/22 and RASG-MID/12 to close/dissolve the previous Conclusions and encourage States to implement effective GNSS radio frequency interference mitigation measures, maintain a network of conventional navigation aids, and ensure airspace capacity during GNSS interference. In addition, States should collaborate with industry to provide guidance on detecting GNSS jamming or spoofing and maintaining safe aircraft operations during GNSS anomalies

5.24   The meeting noted the need to develop GNSS reporting mechanisms as outlined in the ICAO GNSS Manual (Doc 9849).

GNSS Vulnerabilities

5.25   The subject was addressed in WP/4, presented by the Secretariat.

5.26   The meeting recalled the benefits gained from the implementation of the Global Navigation Satellite System (GNSS) which are essential for the implementation of Performance Based Navigation (PBN) and Automatic Dependent Surveillance-Broadcast (ADS-B), and the substantial safety, capacity and environmental benefits interested to ATM operations.

5.27   The meeting recalled the GNSS vulnerabilities related to radio frequency interference (RFI) such as jamming, and cyber-attacks (e.g. spoofing). Therefore, it is essential to mitigate GNSS vulnerabilities adequately, to ensure continued Safe and efficient operations.

5.28   The meeting noted with concern the GPS Spoofing reports within the MID Region, that recalled the RASG-MID Safety Advisory 14 needs to be revised to include operational measures for timely response of ATC when Spoofing is detected or reports.

5.29   Based on the operational experience of ANSPs within the MID Region, the meeting reviewed and updated the RSA-14 as at **Appendix 5C.** The proposed amendments would be coordinated with the CNS SG for presentation to the MIDANPIRG/22 and RASG-MID/12 meeting.

Capacity Building on GNSS Interference

5.30   Based on the above, and to provide an opportunity for detailed discussions on the implementation of different GNSS elements/options and associated challenges, the meeting recalled that following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 21/7:   *WORKSHOP ON PBN/GNSS*

That, ICAO, jointly with ACAO organize a Workshop on PBN/GNSS in 2024.

5.31   The meeting agreed to the following Draft Conclusion to replace and supersede the MIDANPIRG Conclusion 21/7:

DRAFT CONCLUSION 13/1:   *REGIONAL GNSS SYMPOSIUM*

That, ICAO, in collaboration with ICAO partner, organize a Regional Symposium on GNSS Interference by 2025.

SURVEILLANCE MATTERS

Use of Mode S Conspicuity Code for Transit Flights

5.32   The subject was addressed in WP/9, presented by UAE and Oman.

5.33   The meeting acknowledged the importance and advantages of utilizing the conspicuity code alongside Mode S technology for the identification of aircraft and the correlation of radar tracks with flight plans, particularly in contrast to the challenges and limitations associated with traditional SSR codes (Mode 3/A).

5.34   The meeting noted that the proposed solution was viable and proven but relies on consistent Mode S support across neighboring States to be effective over extensive flight segments. Accordingly, the meeting agreed on the followings:

a)   the use of the conspicuity code A1000 for transit flights and Mode S aircraft identification and coupling with flight plans would support addressing the challenge related to the limited number of available SSR code within the region;

b)   the use of a conspicuity code for transit flight is best addressed in a coordinated manner of states to have a joined planning to assure operational and technical readiness of all stakeholders; and

c)   encourage the States interested to use conspicuity code for transit flights and Mode S aircraft identification and coupling with flight plans to initiate joint discussions to update the bilateral agreements for the implementation and trials.

Integrating ADS-B Coverage as a Complementary and Second Surveillance Layer to Radars Mode S Surveillance Systems

5.35   The subject was addressed in WP/16 presented by Saudi Arabia and focused on the key points regarding the integration and benefits of ADS-B in improving surveillance capabilities.

5.36   The meeting was appraised of the ADS-B implementation plan of Saudi Arabia to be completed by Q2 of 2025, aiming to expand the surveillance coverage in remote and oceanic areas, complementing existing radar systems.

5.37   The meeting noted with appreciation Saudi Arbia experience on integrating the ADS-B with conventional radar and Mode S systems to enhance air traffic surveillance within Jeddah FIR including but not limited to:

- Extended Coverage: ADS-B fills gaps where radar coverage is limited.
- Improved Accuracy: ADS-B provides more frequent position updates, enhancing situational awareness for air traffic controllers.
- Cost-Effectiveness: Reduces reliance on expensive radar infrastructure.
- Safety: Enhances safety through improved monitoring and conflict resolution.

5.38   With regards to operational use, the meeting noted that ADS-B allows cross-verification of data from Mode S, with more frequent updates (every second) aiding conflict management and improving air traffic flow.

5.39   In the meantime, the meeting recognized the risks related to ADS-B implementation notably the ADS-B's reliance on GNSS makes it vulnerable to signal loss or interference, increasing the risk of operational disruptions and separation breaches. Meanwhile, the meting noted that mitigation Strategies could address those risk through the development of contingency plans for GNSS signal loss, ensure interoperability between systems, and implement cybersecurity measures to protect against threats.

5.40   The meeting recognized the added value of the integrating of the ADS-B as a complementary layer to existing radar and Mode S systems which will significantly enhance air traffic management (ATM). Accordingly, the meeting agreed that ICAO in collaboration with ICAO Partners explore/share the available guidelines and best practices for integrating ADS-B within the ATM system, with a focus on mitigating risks related to GNSS vulnerabilities.

The Importance of Surveillance Sharing in the MID Region

5.41   The subject was addressed in WP/17 presented by United Arab Emirates and highlighted the importance of surveillance sharing to address operational challenges and enhance safety in the MID Region.

5.42   The meeting emphasized on the need for increased surveillance data sharing among MID States to enhance air traffic management (ATM) and safety.

5.43   The meeting noted that Sharing surveillance data is essential for improving situational awareness, air traffic management efficiency, and safety in the region. The meeting recalled that the ICAO Global Air Navigation Plan (GANP) and the MID Air Navigation Plan (MID ANP) support surveillance sharing as part of a performance-based approach to air navigation services.

5.44   The meeting highlighted that although some MID States has advanced surveillance technologies (e.g., ADS-B, radar), data sharing between States remains limited, reducing the full potential of these systems. The meeting recognized that enhanced data sharing would lead to better conflict detection, optimized traffic flows, and improved cross-border airspace management.

5.45   The meeting encouraged States to refer to the revised surveillance sharing agreement at **Appendix 5D,** specifically tailored for the MID region's operational and geopolitical requirements and based on EUROCONTROL's model. The meeting noted the Key aspects of the agreement include clear delineation of responsibilities, data integrity, and cybersecurity measures. In addition, the agreement should be regularly reviewed and updated to incorporate technological advancements and address emerging threats including Cybersecurity concerns.

CYBERSECURITY AND INNOVATION MATTERS

ANS Cybersecurity

5.46   The subject was addressed in WP/19 presented by the Secretariat.

5.47   The meeting recalled that the MIDANPIRG/21 was apprised of the outcomes of the Cybersecurity and Resilience Symposium held in Doha, Qatar, from 6 to 8 November 2023. The MIDANPIRG/21 meeting noted with appreciation the symposium outcomes reflected endorsed the following Conclusion:

> *MIDANPIRG CONCLUSION 21/28:   CYBERSECURITY SYSTEMS RESILIENCE*
>
> *That, States consider the recommendations in Appendix 5M which would support the enhancement of their cybersecurity systems resilience.*

5.48   The meeting was apprised of the growing importance of cybersecurity in aviation due to increasing threats. The meeting highlighted the need for continuous monitoring, effective threat intelligence, and international collaboration.

5.49   The meeting emphasized on establishing key Cybersecurity strategies adopting multi-layered defense mechanisms, regular vulnerability assessments, and employee training. Consequently, the meeting encouraged States to explore mitigation techniques, contingency planning, and the integration of emerging technologies like AI to enhance cybersecurity resilience.

Benefits of Artificial Intelligence (AI) Application in Air Traffic Management & Innovation

5.50   The subject was addressed in WP/20 presented by Saudi Arabia and highlighted AI's role in modernizing ATM for improved efficiency and safety.

5.51   The meeting was apprised of how AI can enhance air traffic management (ATM) systems by improving conflict detection, trajectory prediction, and decision support for controllers.

5.52   The meeting identified the potential benefit of AI integration in CNS/ATM Systems, including but not limited to:

- Conflict Detection and Resolution as AI can analyse real-time data to predict and resolve conflicts between flights.

- Speech Recognition as AI can detect read-back errors in pilot-controller communications, enhancing safety.
- Trajectory Prediction as AI can improve the accuracy of flight path forecasting.
- Runway Optimization as AI can recommend optimal runway configurations, reducing delays and increasing efficiency.

5.53   The meeting noted that ICAO in collaboration with ICAO partners explore the development of necessary guidance for AI integration in CNS/ATM Systems and encouraged States to share information on AI applications across all ICAO Regions.


REPORT ON AGENDA ITEM 6:   ASBU THREADS/ELEMENTS RELATED TO CNS

MID Air Navigation Report-2023

6.1   The subject was addressed in WP/3, presented by the Secretariat.

6.2   The meeting was apprised with the reported level of implementation available within the MID Air Navigation Report 2023. The report is available under the ICAO MID Website at the link: https://www.icao.int/MIDANReport/Pages/ANReport2022-Main.aspx

6.3   The meeting noted with concern the low level of implementation (less than 50%) of the following:

   a) FICE(B0/1), the level of implementation is increased to 39.39% compared to 26.19% in 2022;

   b) NOPS(B0/1), the level of implementation is 41.67%, the same as the year 2022;

   c) RSEQ(B0/1), the level of implementation is 35.71%, the same as the year 2022;

   d) ASUR(B0/2), the level of implementation is decreased to 37.5% compared to 75% in 2022; and

   e) NAVS(B0/4), the level of implementation is decreased to 40% compared to 46.67% in 2022.
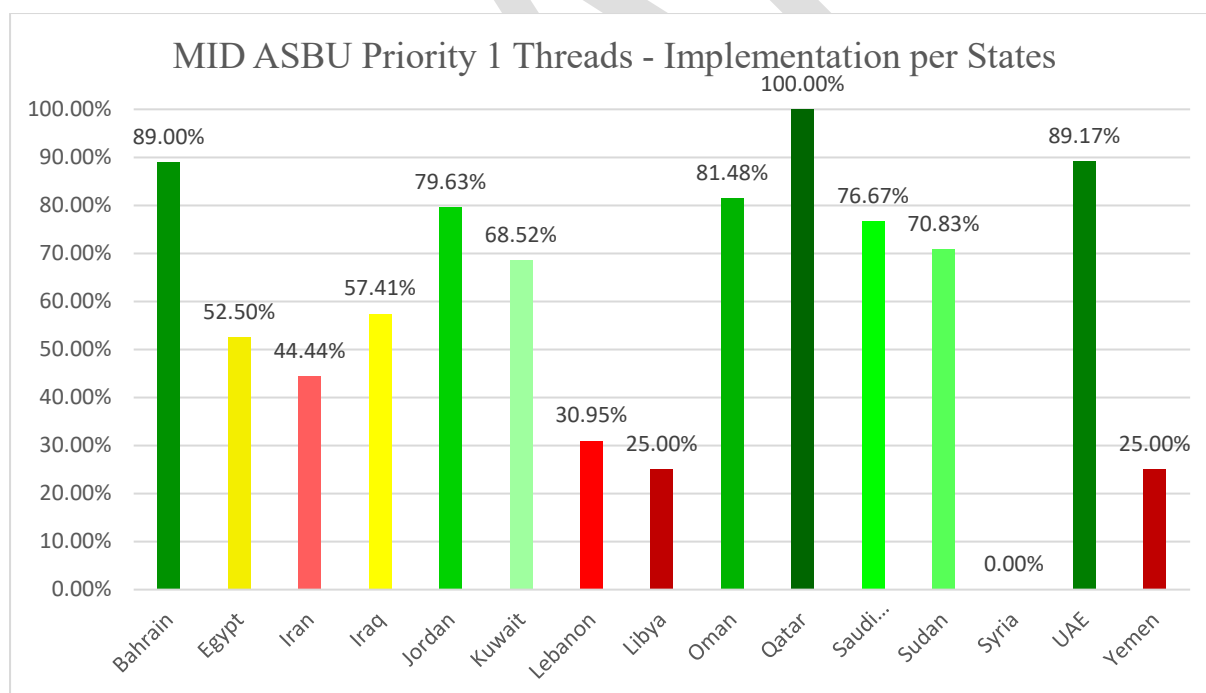
6.4   The meeting underlined that States are required to establish a multidisciplinary team of Air Navigation Services (ANS) to submit progress reports to ICAO MID in response to the inquiry from the ICAO regarding the Air Navigation Report for 2024.

6.5   Based on the above, the meeting agreed on the following Draft Conclusion:

DRAFT CONCLUSION 13/2:   *MID REGION AIR NAVIGATION REPORT-2024*

That,

a) *States be invited to provide the ICAO MID Office with the following data for the development of the MID Region Air Navigation Report-2024 by 1 February 2025:*

     i. *update on the status of implementation of the priority 1 ASBU Threads/Elements using the Template at* ==**Appendix 6A**==*;*

     ii. *progress achieved in the implementation of the Performance Based Approach and development of your State National Air Navigation Plan (NANP), by completing the Questionnaire at* ==**Appendix 6B**==*; and*

     iii. *State's major achievement(s)/success story(ies) in the air navigation field in 2024.*

b) *the MID Air Navigation Report-2024 be presented to the MIDANPIRG/22 meeting for endorsement.*

Establishing Flight and Flow Information for a Collaborative Environment (FF-ICE) in the MID Region

6.6   The subject was addressed in WP/8 presented by UAE and WP/21 presented by Saudi Arabia.

6.7   The meeting noted that FF-ICE is a significant initiative to meet the growing demands of air traffic in the MID region. The meeting highlighted the benefits of implementing the FF-ICE concept in the MID region and its potential role to enhance air traffic management (ATM). The meeting recalled that FF-ICE promotes efficient information sharing and collaborative decision-making among stakeholders, improving operational efficiency, safety, and regional partnerships.

6.8   The meeting indicated that FF-ICE is designed to modernize ATM systems by facilitating seamless information sharing and real-time coordination between air navigation service providers (ANSPs), airlines, and regulators. In addition, the meeting emphasized on the technical Capabilities of FF-ICE which require significant investments in infrastructure and expertise to implement the system, including advanced technology integration and improved collaboration among stakeholders.

6.9   Considering the implementation challenge, the meeting agreed to establish of the FF-ICE Implementation Taskforce comprising CNS and ATM members in order to conduct ATM capability assessments, foster the collaborative framework and adoption advanced CNS systems and technologies, and provide capacity building initiatives for the MID States.

DRAFT DECISION 13/3:   *ESTABLISHMENT OF THE MID FF-ICE TASK FORCE*

That,

a) *the MID Region FF-ICE Task Force be established, and*

b) *the terms of reference of the FF-ICE Action Group be developed during the first meeting of the Task Force.*

Transition to SWIM in the MID Region

6.10   The subject was addressed in WP/22 presented by Saudi Arabia and emphasized on the importance of regional collaboration and planning to ensure a smooth transition to the SWIM environment, improving air traffic management systems in the MID region.

6.11   The meeting noted that transitioning from the traditional Aeronautical Fixed Telecommunication Network (AFTN)/ATS Message Handling System (AMHS) to a System-wide Information Management (SWIM) environment in the MID region will require operating dual infrastructures, supporting both legacy systems and new IP-based services, during the transition phase.

6.12   The meeting recalled that SWIM is a networked information services-based concept, supporting automation, decision-making, and information sharing between stakeholders using standardized, interoperable services. The meeting emphasized the transition management phase where the overall system will require supporting both AFTN/AMHS and SWIM, including developing gateways and ensuring seamless communication across different systems.

6.13   The meeting agreed that the MID AMC STG could initially handle the management of this transition at the Regional Level. Therefore, the meeting amended the new draft of the Terms of Reference (ToRs) for the MIDAMC Steering Group, as at **Appendix 6C** to include SWIM-related implementation activities.

6.14   The meeting noted the initial objective is to include SWIM transition activities focused on technical and infrastructure enablers to satisfy the operational need.

6.15   Consequently, the meeting agreed that the MID Region Air Navigation Strategy needs to be amended to include the SWIM thread and ASBU elements as optional (priority three) within the ASBU Bloc 2.

ATM Operational Inputs for the Navigation Minimal Operating Network

6.16   The subject was addressed in WP/5 presented by the Secretariat.

6.17   The meeting recalled that the ATM, CNS and PBN Sub-groups were tasked to review and improve the Draft NAV MON plan template to be presented for MIDANPIRG/21 for further review and endorsement. The meeting also recalled that MIDANPIRG/21 Meeting noted that PBN SG inputs and tasked the ATM SG to submit their inputs to the CNS SG/13 Meeting for consolidation Accordingly, the MIDANPIG/21 meeting endorsed the following MIDANPIRG Conclusion:

> *MIDANPIRG CONCLUSION 21/26:   NAV MON PLAN TEMPLATE*
>
> *That, the CNS SG in coordination with ATM SG and PBN SG review and update, as deem necessary, the NAV MON Plan Template to be presented to MIDANPIRG/22 for endorsement.*

6.18   The meeting recalled that the ASBU element ""Navigation Minimal Operating Networks" (NAVS B0/4) has been classified as Priority 1 in the revised MID Region Air Navigation Strategy (MID Doc 002). This element aims to:

- adjust conventional navaids networks through the increased deployment of satellite-based navigation systems and procedures to ensure the necessary levels of resilience for navigation.
- provide a minimum level of capabilities to accommodate aircraft operations in mixed operation mode environments (aircraft equipage).
- make a more efficient use of the frequency spectrum.

6.19   The meeting recalled that the ATM SG reviewed the draft template, at **Appendix 6D**; and included the ATM operational view to ensure sufficient NAVAIDs network is available to support the enroute phase of flight, particularly to provide sufficient Navigational guidance to the regional ATS route network, available at MID ANP Vol II Table ATS – 1. The meeting noted that those requirements would be coordinated with the ATM personnel at the national level. (Note: careful planning should be considered where RNAV5 routes are implemented without the availability of surveillance coverage.)

Development of a Regional Navigation Minimal Operating Network (NAV-MON)

6.20   The subject was addressed in WP/27 presented by Saudi Arabia and underscored the need for a collaborative effort to ensure the resilience and efficiency of ANS services across the MID region.

6.21   The meeting reviewed the filled NAV-MON template emanating from CNS, PBN and ATM Subgroups and agreed that there is a need to establish Regional Navigational Minimum Operational Network (MON) to ensure the continued provision of air navigation services in the MID region during both normal and contingency/reversion operations, especially in case of GNSS interference.

6.22   The meeting recalled that the NAV-MON aims to rationalize the ground-based conventional navigation infrastructure, reducing unnecessary facilities while maintaining critical navigation services. The meeting emphasized the importance of Ground-Based Aids considering the GNSS vulnerability (interference or spoofing) being a concern. The meeting reiterated that having a robust network of conventional aids (like VOR, DME, and ILS) ensures safety and airspace capacity during disruptions.

6.23   The meeting agreed that a NAV-MON Action Group should be established to collect data on existing navaids infrastructure, assess operational needs, and identify facilities that can be relocated or decommissioned. The role of the NAV-MON Group is to develop a proposal for the regional Navigational Minimum Operational Network.

6.24   The meeting agreed that all MID States are invited to assign CNS and ATM subject matter experts and share data to support the establishment of the NAV-MON Group and the development of MID Region NAV-MON Network.

6.25   In this regard, the meeting agreed to develop a regional Navigational Minimum Operational Network for the MID region, therefore the meeting agree that a mechanism needs to be set through the establishment of the MID NAV-MON Action Group and adopt the following Decision:

> *DRAFT DECISION 13/4:   MID NAV-MON ACTION GROUP*
>
> *That,*
>
> a) *MON Action Group be established to develop a proposal for a Regional Navigational Minimum Operational Network supporting the ANS operations;*
>
> b) *the terms of reference of the MON Action Group be developed during the first meeting of the Action Group; and*
>
> c) *States support the MON Action Group through:*
>
>> i.   *assignment of CNS and ATM Subject matter experts to contribute to the work of the Action Group; and*
>> ii. *sharing states' experience and provision of required data for developing the MID NAV-MON Network.*

Outcomes of the RANP-NANP TF1

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

6.27   The meeting recalled that MIDANPIR/21 reviewed and agreed to the Terms of Reference (ToRs) of the RANP/NANP Task Force. The MIDANPIRG/21 Meeting reviewed and endorsed the new edition of the MID Air Navigation Strategy (ICAO MID Doc 002).

6.28   The meeting notated that the MIDANPIRG/21 meeting underlined the need for the MIDANPIRG Subgroups to allocate enough time in their agenda for the detailed discussion of the ASBU Threads relevant to their technical areas, including the identification of priorities, definition of applicability areas, performance indicators, metrics, targets, etc.

6.29   In this regard, the meeting reviewed and reflected on new edition of the MID Air Navigation Strategy (ICAO MID Doc 002), as at **Appendix 6E** based on the initial inputs submitted by Saudi Arabia in order to be presented to the RANP/NANP TF/2 Meeting for discussion.

REPORT ON AGENDA ITEM 7: **AIR NAVIGATION DEFICIENCIES IN RELATION WITH CNS, ATM AND SAR**

7.1   The subject was addressed in WP/24 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.

7.2   The meeting reviewed commonly the list of deficiencies in the MANDD under the ATM/SAR and CNS fields respectively as at **Appendices 7A, 7B** and **7C** respectively, and urged States to take necessary measures to implement the provisions of the MIDANPIRG/15 Conclusion 15/35, in particular the submission of a specific Corrective Action Plan (CAP) for each deficiency and update the status accordingly.

7.3   The meeting noted that the list of deficiencies in the CNS, ATM, and SAR fields are reflected in the MID Air Navigation Deficiency Database (MANDD) at: https://www.mandd.icao.int. The current number of Air Navigation Deficiencies in MANDD reported to MIDANPIRG/21 meeting was 98 deficiencies compared to 116 deficiencies reported to MIDANPIRG/20 meeting.

   a) *In the ATM field:* as reported by Qatar, the MIDANPIRG 21 meeting agreed to remove the deficiency reported against Qatar related to contingency agreement. Also as reported by MIDRMA SMR 2023, new deficiency added against Sudan related to lack of provision of required data to MIDRMA; the total number of deficiencies is seventeen (17); ten (10) priority "A" and seven (7) priority "B". Seven (7) related to the uncompleted signature of contingency agreements; seven (7) related to the non-implementation of planned regional ATS Routes, and three (3) related to unsatisfactory reporting of large Height deviation (LHD) and Traffic Data Sample (TDS) to the MIDRMA.

   b) *In the SAR field:* the total number of deficiencies is nine (9) priority "A". Five (5) related to the lack of implementation of SAR provisions; and four (4) related to non-compliance with the carriage of Emergency Locator Transmitter (ELT) requirements.

   c) *In the CNS field:* as reported by ATM SG/9, the meeting agreed to remove the deficiencies reported against Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan and UAE related to implementation of the Priority 1 AIDC/OLDI connection; 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.

7.4   The meeting noted that the MIDANPIRG/21 meeting highlighted lack of implementation of priority 1 interconnection will result in additional ANS deficiency to the MID Air Navigation Deficiency Database (MANDD). Therefore, it was agreed that deficiencies related to the lack of implementation of Priority 1 AIDC/OLDI connections will be added by end of December 2026.

7.5   The meeting noted that certain deficiencies have been rectified by the States, which are required to formally notify the ICAO MID Office in order to initiate the process for the removal of the associated deficiencies from MANDD, following the MIDANPIRG/22 meeting agreement.

Number of Air Navigation deficiencies by State
(MIDANPIRG/21 vs MIDANPIRG/20)

CNS, ATM/SAR and CNS Deficiencies by State
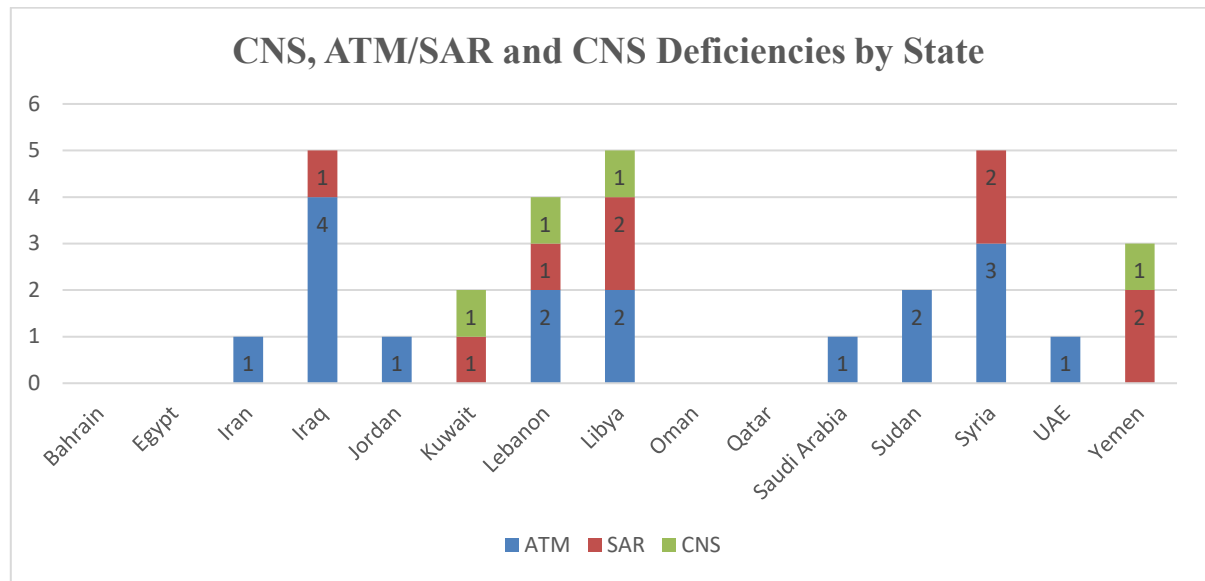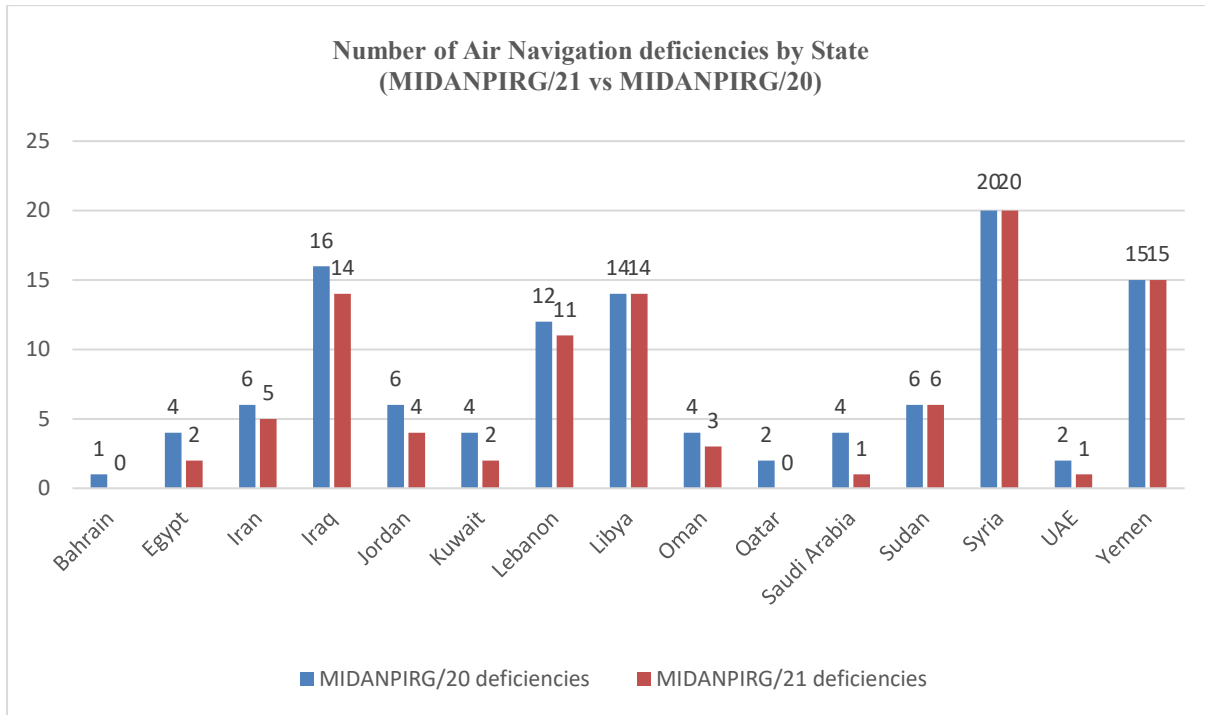
REPORT ON AGENDA ITEM 8:   FUTURE WORK PROGRAMME

8.1   The subject was addressed in WP/25 presented by the Secretariat.

8.2   The meeting reviewed the CNS SG Terms of References (TORs) and agreed that they are still valid and current.

8.3   The meeting agreed that the CNS/14 meeting will be tentatively held in October 2025. The meeting noted with appreciation UAE's generous offer to host the CNS/14 and ATM SG/11 meetings in parallel.

8.4   The meeting noted the following Tentative CNS related Activities planned in 2025:

    o   GNSS Interference Symposium;

    o   FF-ICE Regional Workshop (back-to-back with the ATFM TF meeting); and

    o   CNS SG/14 Meeting.

8.5   Furthermore, the meeting invited the States and Organizations to review and support the conduct of the ICAO MID Tentative Working Programme for 2025, which will be posted under the ICAO MID website, by the end of 2024; and which include all regional activities including the CNS ones.

REPORT ON AGENDA ITEM 9:   **ANY OTHER BUSINESS**

9.1   Nothing has been discussed under this Agenda Item.

- END -