



International Civil Aviation Organization

MIDANPIRG/21 and RASG-MID/11 Meetings

(Abu Dhabi, UAE, 4-8 March 2024)

Agenda Item 2.1: Review of the ANC report on MIDANPIRG/20 and RASG-MID/10 Meetings

REVIEW OF ACTIONS TAKEN BY THE ANC ON MIDANPIRG/20 AND RASG-MID/10 REPORT

(Presented by the Secretariat)

SUMMARY

This paper presents an overview of the review of the MIDANPIRG/20 and RASG-MID/10 Reports by the Air Navigation Commission, which would be included in the consolidated annual report on the activities of planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) that will be presented to the Council during its 233rd Session (16 September-8 November 2024).

Action by the meeting is at paragraph 3.

REFERENCES

- AN-WP/9650
- ANC Meeting Minutes 224-5
- MIDANPIRG/20 and RASG-MID/10 Reports

1. INTRODUCTION

1.1 During the fifth meeting of its 224th Session on 31 October 2023, the Air Navigation Commission (ANC) reviewed the reports of the twentieth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/20) and tenth meeting of the Regional Aviation Safety Group (RASG-MID/10), based on the outcome of the ANC Working Group of the Whole for Strategic Review and Planning (WG/SRP) meeting as presented in AN-WP/9650.

1.2 The WG/SRP meeting was held virtually on 4 October 2023 with the Chairpersons of MIDANPIRG and RASG-MID, the ICAO MID Office and the Air Navigation Bureau (ANB).

2. DISCUSSION

2.1 The ANC commended the coordination that took place between the MIDANPIRG and RASG-MID and noted that the MIDANPIRG/20 and RASG-MID/10 meeting encouraged the MID States and requested the subsidiary groups of MIDANPIRG and RASG-MID, to consider the long-term global aspirational goal (LTAG), as part of their national and regional planning and activities.

2.2 The ANC noted that the region has shown stable progress and growth during the years 2022 and 2023, which is a positive sign toward full recovery from the COVID-19 pandemic, which caused a significant decline in air traffic volume.

2.3 The Commission was informed that there is a need to harmonize the online mechanisms and tools for collecting information and data to monitor safety and air navigation performance in the region, taking into consideration the existing tools developed by the ICAO.

2.4 The ANC appreciated the conduct of several coordination meetings and support missions to States as part of enhancing cooperation between States to enhance the aviation system in the MID Region. The encouragement made by the meeting regarding requesting States to submit their needs for Capacity Building was also appreciated.

2.5 The ANC valued the endorsement of the NOTAM templates on global navigation satellite system (GNSS) interference and on the information about risks to civil aviation over or near conflict zones. Considering the latest anomalies with the GNSS, where aircraft were targeted with false GNSS signals that the onboard navigation systems might interpret as valid information, it was highlighted that the NOTAM template should be amended to cover the emerging situation. It was pointed out that the report did not indicate any actions to be taken by ICAO, but it was suggested that the Commission should observe and verify with other regions to see if GNSS interference was a considerable problem. Accordingly, the Commission invited the Secretariat to continue monitoring the issue of GNSS spoofing and interference and to provide an update at a suitable point in the future.

2.6 The ANC supported the outcome concerning urging States to ensure the implementation of mitigation measures as outlined in the Regional Safety Advisories (RSA)-14 and ITU Radiocommunication Bureau the information with regards to the harmful interference to Radio Navigation Satellite Service Receivers in the 1559 – 1610 MHz frequency band as per the circular (CR/488 dated 8 July 2022) issued by the ITU (BR).

2.7 The Commission noted that the implementation of the State safety programme (SSP) was one of the main challenges faced by the State in the MID Region, while the improvement of SSP implementation in the MID Region is one of the top safety enhancement initiatives (SEIs). The ANC valued role of the MID Region Safety Management Implementation Roadmap and the Safety Management Implementation Team (SMIT) in supporting the MID States in implementing SSP.

2.8 The ANC valued the importance of knowledge sharing between the civil aviation authorities and the aviation industry regarding cybersecurity and information security threats. It was highlighted that the exchange of information within any digital workflow of the aviation community needs to be resilient to prevent consequences on the safety of flight or the availability of airspace and beyond, taking into consideration the complexity of the aviation system.

2.9 The Commission noted the emerging safety issues (GNSS interference, COVID-19 outbreak, UAS Safe Operations, Security Impact on Safety, and 5G interference), which were considered risks that might impact safety in the future.

2.10 The ANC noted the potential benefits that the States of Design (SoD) and States of Registry (SoR) could garner by sharing Continued Operational Safety (COS) information, including allowing for the development of relationships and establishing authority-to-authority contacts, providing infrastructure for rapid response to major disruptions, reducing the need for unilateral actions and allowing the SoD to assess the available data and the need to take necessary actions promptly.

2.11 The ANC valued the establishment of the RANP/NANP Task Force to ensure alignment of the MID Region Air Navigation Strategy and MID ANP, Volume III with the latest edition of the GANP and assist States in developing their NANPs.

2.12 The Commission noted the status of ICAO Meteorological Information Exchange Model (IWXXM) implementation in the MID Region and that States that have not yet implemented IWXXM were encouraged to reference the available guidance material and/or contact the Regional OPMET Centre (ROC) Jeddah for assistance, particularly for testing the exchange of OPMET data in IWXXM format.

2.13 The ANC valued the launching of the MIDANPIRG Award Competition among its subsidiary bodies to encourage engagement and improve productivity and implementation and noted the key activities and achievements in the MID Region.

2.14 The Commission noted the ongoing strategic planning for the Middle East Regional Monitoring Agency (MIDRMA) to ensure the project's sustainability for 2024 – 2030 and to accommodate new technologies, including the usage of ADS-B for height monitoring.

2.15 The ANC noted that the first year of the MID Region Flight Procedure Programme was a success, demonstrating that the MID FPP is a viable solution to provide necessary assistance to States efficiently (economy of scale). The MIDANPIRG/20 and RASG-MID/10 meeting urged States to take necessary actions to support the sustainability of MID FPP.

2.16 The Commission was provided with an update on the Middle East and North African States (MENA) Accident Investigation (AIG) Regional Coordination Mechanism (ARCM) and the Regional Safety Oversight Organization.

2.17 The ANC noted the following challenges affecting the MID Region:

- a) lack of qualified technical personnel;
- b) many unrest situations and conflict zones have been necessitating multiple Contingency Coordination Teams (CCTs) to operate simultaneously, which is resource-intensive and requires advanced regional and national contingency planning to be addressed effectively;
- c) lag in the development and implementation of SSP and National Aviation Safety Plans (NASPs);
- d) deficiencies in sharing of safety information and safety data analysis;
- e) impact on the safety of international air transport due to the expiry of the Office of Foreign Assets Control (OFAC) license for using the GPS-based Monitoring Units (GMUs) to monitor the height-keeping performance of the Iranian registered aircraft.
- f) lack of effective civil-military cooperation; and
- g) need for alignment of the MID Region Air Navigation Strategy and the MID ANP, Volume III with the latest GANP edition and development of the National Air Navigation Plan (NANP).

2.18 During the discussions, it was suggested that perhaps having one combined PIRG/RASG group in each region should be considered as PIRGs and RASGs now tended to have simultaneous or consecutive meetings. It was recalled that the establishment of RASGs had been linked to implementing the safety roadmap, and the importance of keeping the safety aspect separate was emphasized. While noting the potential for the PIRG and RASG of each region to mature into one group, the ANC was of the view that it had been left to the regions how to manage their groups.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note and consider the actions taken by the Air Navigation Commission on the reports of the t MIDANPIRG/20 and RASG-MID/10 during the deliberations under the relevant agenda items of the meetings.

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