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Международная  
организация  
гражданской  
авиации

منظمة الطيران  
المدنى الدولى

国际民用  
航空组织

File Ref.: ME 3/2.1 – 24/121

14 August 2024

**Subject: Tenth Meeting of the MIDANPIRG Air Traffic Management Sub-Group (ATM SG/10)**

***(Jeddah, Saudi Arabia, 20 – 23 October 2024)***

**Action Required: Reply not later than 20 September 2024**

Sir/Madam,

I have the honour to inform you that the Tenth Meeting of the MIDANPIRG Air Traffic Management Sub-Group (ATM SG/10) will be kindly hosted by the Saudi Air Navigation Services (SANS) in Jeddah, Saudi Arabia, from **20 to 23 October 2024**. Your Administration/Organization is kindly invited to participate in this meeting. The exact venue will be shared in due course.

The meeting will be concurrently organized with the Thirteenth meeting of the MIDANPIRG Communication, Navigation and Surveillance Sub-Group (CNS SG/13) meeting. The Provisional Agenda of the meeting and the Terms of Reference of the ATM Sub-Group are at **Attachments A and B**, respectively. Your comments on the Provisional Agenda, including any amendment you may wish to suggest, would be considered.

The Bulletin of the meeting that includes administrative arrangements and other useful information for participants, including the venue and the Hotel List will be posted on the ICAO MID website at: [www.icao.int/mid](http://www.icao.int/mid) along with this letter, all its relevant attachments and Working/Information Papers and Presentations (as they become available).

Your Administration/Organization is encouraged to participate actively in the work of the meeting by submitting Working/Information Papers related to the subjects contained in the Provisional Agenda prior to **20 September 2024** in order to allow time for processing and advanced posting on the ICAO MID website. Furthermore, you are kindly invited to submit presentations, addressing the status of ATM and SAR implementation in your State, including challenges, difficulties, lessons learnt and the ongoing/planned projects. For standardization purposes, a template will be shared in due course for the preparation of the State presentation.

In accordance with the approved procedures, as specified in the MIDANPIRG Procedural Handbook, Sub-Groups of MIDANPIRG shall be composed of experts able to contribute to the work of the Sub-Group. For more effectiveness, I shall be grateful if you could ensure that your delegation consists of experts familiar with ICAO documentations and policies, having the required qualifications and experience in the fields of ATM and SAR. The attendance of your States' military authority to this meeting is highly encouraged.

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Additionally, The ATM SG was tasked to monitor the status of implementation of the MID Region ATM/SAR related ASBU threads/elements included in the MID Region Air Navigation Strategy as well as other required ATM facilities and services; and to identify the associated difficulties and deficiencies and provide progress reports, as required; and recommend specific measures to eliminate them.

The Work Programme of the Meeting will provide an opportunity for bilateral side-meetings between adjacent States to discuss issues of mutual interest such as the update of the ATS Letter of Agreements, including Contingency procedures and SAR arrangements.

I would like to highlight that the meeting will also address inter-regional ATM issues at the interfaces with the adjacent ICAO Regions such as ATS routes, contingency planning, longitudinal separation, Large Height Deviations (LHD) reports, status of Letter of Agreements, ATFM, etc.

I would appreciate if you could, as soon as possible, preferably not later than **20 September 2024**, confirm the participation of your Administration/Organization by completing this [online Nomination Form](#).

Accept, Sir/Madam, the assurances of my highest consideration.



Mohamed Abubaker Farea  
Regional Director  
ICAO Middle East Office

*dk/AA*

**Attachments**



*International Civil Aviation Organization*

**MIDANPIRG Air Traffic Management Sub-Group**

**Tenth Meeting (ATM SG/10)**

***(Jeddah, Saudi Arabia, 20 – 23 October 2024)***

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**PROVISIONAL AGENDA**

- Agenda Item 1:** Adoption of the Provisional Agenda
- Agenda Item 2:** Follow-up on MIDANPIRG/21 Conclusions and Decisions related to ATM/SAR
- Agenda Item 3:** Planning and implementation issues related to ATM/SAR
- Updates from MID States/Airspace Users on ATM/SAR Implementation
  - Air Navigation Plan items related to ATM/SAR (FIR Boundaries, ATS Route Network, SSR Code Management Plan etc.)
  - Regional Contingency planning
  - Other ATM issues (ATFM, CMC/FUA, RVSM implementations)
  - SAR Implementation
- Agenda Item 4:** MID Air Navigation Priorities and Targets related to ATM/SAR
- Agenda Item 5:** Air Navigation Deficiencies in the ATM/SAR fields
- Agenda Item 6:** Future Work Programme
- Agenda Item 7:** Any other Business

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**Terms of Reference (ToR)**  
**AIR TRAFFIC MANAGEMENT SUB-GROUP (ATM SG)**

(Ref. MIDANPIRG Handbook, Feb 2022)

**1. TERMS OF REFERENCE**

1.1 The Terms of Reference of the ATM Sub-Group are:

- a) ensure that the planning and implementation of ATM in the MID Region is coherent and compatible with developments in adjacent regions, and is in line with the Global Air Navigation Plan (GANP), the Aviation System Block Upgrades (ASBU) framework and the MID Region Air Navigation Strategy;
- b) monitor the status of implementation of the MID Region ATM-related ASBU threads/elements included in the MID Region Air Navigation Strategy as well as other required ATM facilities and services; identify the associated difficulties and deficiencies and provide progress reports, as required;
- c) keep under review the MID Region ATM performance objectives/priorities, develop action plans to achieve the agreed performance targets and propose changes to the MID Region ATM plans/priorities;
- d) seek to achieve common understanding and support from all stakeholders involved in or affected by the ATM developments/activities in the MID Region;
- e) provide a platform for harmonization of developments and deployments in the ATM domain;
- f) based on the airspace user needs and in coordination with stakeholders (States, International Organizations, user representative organizations and other ICAO Regions), identify requirements and improvements for achieving and maintaining an efficient route network in the MID Region;
- g) foster and initiate actions aimed at improving civil/military cooperation and Flexible Use of Airspace (FUA) implementation;
- h) keep under review the adequacy of requirements in Search and Rescue field, taking into account, *inter alia*, changes to aircraft operations and new operational requirements or technological developments;
- i) ensure the effectiveness of the SSR code allocation system in the MID Region;
- j) identify, State by State, those specific deficiencies that constitute major obstacles to the provision of efficient air traffic management and recommend specific measures to eliminate them;
- k) develop the MID Region ATM Contingency Plan and ensure that its maintained up to date;

- l) monitor the implementation of the MID Region ASBU Modules included in the MID Region Air Navigation Strategy related to the ATM, provide expert inputs for ATM related issues; and propose solutions for meeting ATM operational requirements;
- m) monitor and review the latest developments in the area of ATM;
- n) coordinate with relevant MIDANPIRG and RASG-MID Subsidiary bodies issues with common interests;
- o) provide regular progress reports to the MIDANPIRG concerning its work programme; and
- p) review periodically its Terms of Reference and propose amendments as necessary.

1.2 In order to meet the Terms of Reference, the ATM Sub-Group shall:

- a) provide necessary assistance and guidance to States to ensure harmonization and interoperability in line with the GANP, the MID ANP and ASBU framework;
- b) provide necessary inputs to the MID Region Air Navigation Strategy through the monitoring of the agreed Key Performance Indicators related to ATM;
- c) review the MID ATS Routes Network in order to assess its capacity and constraints;
- d) identify requirements and improvements for achieving and maintaining an efficient ATS route network in the MID Region;
- e) propose a strategy and prioritized plan for development of improvements to the route network, highlighting:
  - areas that require immediate attention
  - interface issues with adjacent ICAO Regions
- f) develop a working depository for route proposals that will be used as a dynamic reference document for ongoing discussions on routes under development/modification. In this respect, the Task Force should explore the utility that can be realized from the route catalogue concept/ATS routes database;
- g) engage the necessary parties regarding routes under consideration, especially the Military Authorities;
- h) promote civil/military cooperation and the implementation of the concepts of Flexible Use of Airspace (FUA), free flight, flexible tracks;
- i) facilitate effective civil/military cooperation and joint use of airspace in the MID Region;
- j) in coordination with the MIDRMA, carry out safety assessment of the proposed changes to the ATS Routes Network;

- k) submit completed route proposals for amendment of the Basic ANP Table ATS-1, to the ICAO MID Regional Office for processing;
- l) monitor the RVSM operations and support the continued safe use of RVSM in the MID Region;
- m) review and maintain the MID Region SSR Code Allocation Plan and monitor the implementation of the SSR codes allocation procedures in the Region;
- n) assist States in the development and co-ordination of contingency plans and ensure that the Regional contingency plan is maintained up-to-date;
- o) assess the effectiveness of the agreed Contingency measures/procedures and propose mitigation measures, as appropriate;
- p) address ATM and SAR interface issues with other regions and make specific recommendations to achieve seamlessness and harmonization;
- q) review the requirements and monitor the status of implementation of ATM and SAR services;
- r) analyse, review and monitor deficiencies in the ATM and SAR fields;
- s) develop proposals for the updating of relevant ICAO documentation, including the amendment of relevant parts of the MID ANP, as deemed necessary;
- t) establish and monitor ATM performance objectives for the MID Region; and
- u) taking into account human factors studies and available guidance material, make operational recommendations related to ATM personnel in the changing technological environment.

## 2. COMPOSITION

### 2.1 The Sub-Group Is Composed of:

- a) MIDANPIRG Member States;
- b) experts nominated by Middle East Provider States from both Civil Aviation Authority and Military Authority;
- c) concerned International and Regional Organizations as observers; and
- d) other representatives from provider States and Industry may be invited on ad hoc basis, as observers, when required.

**3. WORKING ARRANGEMENTS**

- 3.1 The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the Sub-Group. The Sub-Group shall at all times conduct its activities in the most efficient manner possible with a minimum of formality and paperwork (paperless meetings). Permanent contact shall be maintained between the Chairperson, Secretary and Members of the Sub-Group to advance the work. Best advantage should be taken of modern communications facilities, particularly video-conferencing (Virtual Meetings) and e-mails.
- 3.2 Face-to-face meetings will be conducted when it is necessary to do so.

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