



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Tenth Meeting (ATM SG/10)

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

Agenda Item 3: Planning and Implementation issues related to ATM/SAR

REGIONAL AND INTER-REGIONAL COLLABORATION ON THE OPTIMIZATION OF
MAJOR TRAFFIC FLOWS

(Presented by Sultanate of Oman.)

SUMMARY

This paper presents the initiatives of the Sultanate of Oman to establish a MID region task force for optimizing major traffic flows, developing regional action plans to maximize the efficiency of traffic flows and establishing a framework for minimum service level procedures over oceanic and remote airspace as reflected in AN-Conf/14-WP/82 presented by Oman and WP/40 presented by the United Arab Emirates.

Action by the meeting is at paragraph 3.

REFERENCES

- AN-Conf/14 Agenda Item 3.1, WP/82 from Oman
- AN-Conf/14 Agenda Item 3.1, WP/40 from UAE
- AN-Conf/14 Agenda Item 3.1, WP/10 from ICAO Secretariat
- MIDANPIRG/21 & RASG-MID/11
- MIDANPIRG/20 & RASG-MID/10 Conclusion 6

1. INTRODUCTION

1.1 Oman has presented its ongoing efforts of airspace optimization, aimed at enhancing the airspace safety over the high seas at the interface with the APAC Region and its efforts in enhancing air route structure to accommodate regional and inter-regional air traffic flows, in different ICAO forums.

1.2 Aiming to achieve the same objectives, Oman addressed the AN-Conf/14 with WP 82 “*ENHANCEMENT OF AIRSPACE OVER HIGH SEAS CONTRIBUTING TO LONG-TERM ASPIRATIONAL GOAL(LTAG)*” which presents the strategic concerns addressed in MID Region referencing the traffic growth impacting the MID and other collateral Regions. The paper was presented under Agenda Item 3.1: Proposals to improve the efficiency of air navigation services contributing to LTAG.

2. DISCUSSION

2.1 AN-Conf/14 discussed the paper presented by Oman regarding the regional *Airspace optimization projects* and noted the principal role of the Planning and Implementation Regional Groups (PIRGs). The conference emphasized that PIRGs should recognize the importance of collaboration and development of regional action plans to maximize the efficiency of air traffic flow, as reflected in the paper in total coherence with the broad support for the proposal of 30/10 project.

2.2 The secretariat, in WP10, presented the 30/10 project, which seeks to focus attention on the seamless implementation of longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere, to enhance the Air traffic management (ATM) performance and to enhance operational efficiency of the global air navigation system which was often hindered by the inconsistent application of separation minima across FIR boundaries.

2.3 Furthermore, the Conference by supporting WP/40 “*MINIMUM SERVICE LEVEL REQUIREMENTS OVER THE HIGH SEAS*” presented by the United Arab Emirates agreed that while uniform application of separation minima would reduce bottlenecks and improve air navigation safety and efficiency, align with the goals of Project 30/10, modern ATM solutions should also be applied across large portions of airspace that have similar traffic flow characteristics. These included Air Traffic Flow Management (ATFM), Flexible Use of Airspace (FUA), Free Route Airspace (FRA) and civil-military cooperation and finally such initiatives should be based on the needs of a wide cross-section of the aviation community.

2.4 In full alignment with this effort, Oman and other States in the region have taken substantial investment and advancements in developing their national airspace, aviation infrastructure and implementing advanced air navigation systems, to accommodate the sustained growth of air traffic within their respective FIRs.

2.5 The initiatives undertaken by the States have extended beyond national levels through bilateral and joint efforts aimed at fostering seamless air traffic flow, with a high level of integration between their respective airspaces and ATM systems. This collaborative approach has significantly enhanced safety, efficiency, and capacity within the region.

2.6 To accommodate the continuing efforts, the states in the region are actively working on their national airspace optimization projects. However, to accomplish the common objectives, a joint approach is required. This initiative could be initiated by forming a special Task Force for intra-regional (MID) and inter-regional (MID/APAC/EUR) airspace optimization.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this working paper;
- b) acknowledge the initiatives of Oman and the States in the Region to optimize the airspace in the Middle East Region and to explore the possibilities of regional and inter-regional collaboration; and
- c) establish a special taskforce or ad-hoc working group under ATM/SG, with the active support of the ICAO Regional Offices, to facilitate regional and inter-regional coordination aimed at enhancing the airspace and traffic flow management.