International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Tenth Meeting (ATM SG/10)
(Jeddah, Saudi Arabia, 20 – 23 October 2024)

Agenda Item 6: **Future Work Programme**

REVISION OF TOR AND FUTURE WORK PROGRAMME

(Presented by the Secretariat)

SUMMARY
This paper aims to review the Terms of Reference of the ATM Sub-Group and agree on the tentative dates and venue for the next SG and relevant meetings.
Action by the meeting is at paragraph 3.

REFERENCES
- MIDANPIRG Handbook, Edition Feb 2022
- MIDANPIRG/21 Meeting Report (Abu Dhabi, UAE, 4 – 8 March 2024)

1. **INTRODUCTION**

1.1 In accordance with the current MIDANPIRG Procedural Handbook, the ATM Sub-Group is expected to review the Terms of Reference and propose amendments as required, and decide on the dates and venue of its next meeting.

1.2 The MIDANPIRG/21 meeting decided on the establishment of the Airspace Management Working Group (ASM WG), to address the challenges in Airspace Management and provide a forum for the ATM specialists in the Region to work collaboratively to improve safety and efficiency, increase airspace capacity to meet future demand requirements; and reduce the environmental impact of the increased air traffic by offering improved ATM operations.

1.3 The meeting may wish to note that ASM WG conducted its First meeting and developed its ToRs (WP/12 refers).

2. **DISCUSSION**

2.1 The meeting may wish to recall that the MIDANPIRG thorough its Decision 19/27 endorsed a new edition of the Procedural Handbook, including revised ToR for the Subgroups. The current ATM SG ToR circulated in the invitation letter, is at **Appendix A**.

2.2 It is proposed that the ATM SG/11 meeting be held during the period 20 – 23 October 2025, at the ICAO MID Office, Cairo, Egypt, unless a State offers to host the meeting.

2.3   Furthermore, and in accordance with the draft "Tentative MID Office Schedule for 2025", the ATM related activities are planned as follows:

Date (tentative)*	Regional event	Venue	Remarks
January	ASM WG/3	Virtual	
January	Multidisciplinary ANS mission to Iran	Tehran	
January	National Civil-Military Cooperation & Contingency Workshop for Iran	Tehran	
February	FF-ICE seminar	TBD	
February	ATFM TF/9	TBD	
February	GANP & NANP TF/2	Cairo	
	Mission to Iraq (Contingency planning and Airspace change process)	TBD	
28 April – 2 May	IFATCA Annual Conference 2025	UAE	
5 – 8 May	MIDANPIRG/22 & RASG-MID/12	Doha	
May	CMC/FUA Implementation support Workshop	Dakar	
September	ICAO Assembly 42	Montreal	
September	ASM WG/4	TBD	
September	MID Contingency planning Workshop	TBD	
20 – 23 October	ATM SG /11	TBD	
November	PBN SG/10	TBD	
November	CNS SG/14	TBD	
November	MIDRMA Board/21 meeting	TBD	

* The final version of the Tentative MID Working Programme 2025 will be posted in the ICAO MID Office Webpage.

3. **ACTION BY THE MEETING**

3.1   The meeting is invited to:

a) review and update, as deemed necessary, the ToR of the ATM SG at **Appendix A**;

b) note the ATM related events planned next year in the draft "Tentative MID Office Schedule for 2025" in para 2.3 above; and encourage MID States and Organizations to actively participate in the events, and

c) agree on the dates and venue of the ATM SG/11 meeting.

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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