



International Civil Aviation Organization

MIDANPIRG ASM Working Group

First Meeting (ASM WG/1)

(Doha, Qatar, 1 – 2 October 2024)

Agenda Item 5: ASM Challenges and Enhancements

ASM WG WORKING METHODOLOGY AND ACTION PLAN

(Presented by the Secretariat)

SUMMARY

For an improved efficiency in the work assigned to the MID ASM WG, this paper proposes a Methodology for the achievement of the different tasks in a timely manner. The paper proposes also an initial Action Plan for the implementation of the identified ASM priorities (Low hanging fruit/Quick-Wins) in the MID Region, to be reviewed and completed by the meeting.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/21 & RASG-MID/11 (Abu Dhabi, UAE, 4 – 8 March 2024)

1. INTRODUCTION

1.1 In accordance with its Terms of Reference, the ASM WG is required to address the challenges in Airspace Management and provide a forum for the ATM specialists in the Region to work together to improve safety and efficiency, increase airspace capacity to meet future demand requirements; and reduce the environmental impact of increasing air traffic by offering improved ATM operations.

2. DISCUSSION

2.1 For an improved efficiency and in order to achieve tangible results in a timely manner, there is a need to identify specific subjects that need to be addressed by specific States/stakeholders, with clear deliverables and agreed timeframe. As a lesson learned from previously established Working Groups and Task Forces by MIDANPIRG, such as the ARN TF, the involvement and cooperation of States and stakeholders is vital for the achievement of the ASM WG mandate. It should not be considered as a Secretariat WG or work. The Secretariat will provide all necessary support to advance the work, but should not be considered as the Champion of the work to be achieved. Accordingly, the Template at **Appendix A** should be used for the implementation of the tasks identified by the ASM WG in a prioritized and timely manner.

2.2 Considering the variety of challenges related to ASM, the following categories have been identified:

***Low hanging fruit/Quick-Wins:** identified issues/subjects requiring concrete action(s) that could be implemented in the short-term, which would contribute to the improvement of safety, efficiency and/or increase the capacity.*

***Medium to long term:** any identified issues/subjects requiring a more complex plan of actions and longer timelines (medium to long-term) for the completion of implementation, which would contribute to the improvement of safety, efficiency and/or increase the capacity.*

2.3 Based on the above, the Secretariat is proposing an initial Action Plan focusing on the Low hanging fruit/Quick-Wins as at **Appendix B**, for the review and completion by the meeting.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and agree on the working methodology of the ASM WG; and
- b) review and amend/complete the proposed Draft Action Plan at **Appendix B**.

Activities	Sub-action		Target date	Deliverable	Champion	Status / RMK
	No.	Description				
<u>Activity 1</u>	1.1					
	1.2					
	1.3					
	1.4					
	1.5					
	1.6					
	1.7					
	1.8					
	1.9					
<u>Activity 2</u>	2.1					
	2.2					
	2.3					
	2.4					
	2.5					
	2.6					
	2.7					
	2.8					
	2.9					

Activities	Sub-action		Target date	Deliverable	Champion	Status / RMK
	No.	Description				
<p>Activity 1 <i>Unidirectional AWY & FIR boundary point:</i></p> <p>Conduct assessment regarding the status of traffic exchange at the interface of its FIR and the adjacent FIRs with focus on bidirectional airways and FIR boundary points</p>	1.1	Based on Traffic Data Sample providing by the States to MIDRMA (not only RVSM airspace, but also Non-RVSM airspace) collect required traffic data over each boundary point		Traffic data analysis per boundary point and distribution of traffic for 24 hours a day	MID States	
	1.2	Identify restrictions imposed over each boundary point		List of restriction such as FLAS over each boundary point	MID States	
	1.3	Based on 1.1, determine the optimum flight levels requested by the airspace users		Number of flights meet their requested flight level over boundary point per flight plan	MID States	
	1.4	Collect number and nature of coordination failure with adjacent FIR over each boundary point		List of coordination failure over each boundary point	MID States	
	1.5	Collect the information regarding AIRPROX or TCAS RA over each FIR boundary point		List of AIRPROX and TCAS RA over each boundary point	MID States	
	1.6	Conduct safety, efficiency and capacity assessment for each FIR boundary point		Propose required mitigation measures	MID States	
	1.7	Integrate mitigation measures at interface		Proposal required amendment of the airspace structure at interface	MID States	
	1.8	Follow up establishment of proposed changes		Conduct the bilateral and multilateral meetings with concerned FIRs and revise LoA	MID States	
	1.9	Set AIRAC date to implement agreed changes		Implementation of agreed changes	MID States	

Activities	Sub-action		Target date	Deliverable	Champion	Status / RMK
	No.	Description				
<p>Activity 2</p> <p><i>Implementation of PBN in enroute phase</i></p> <p>States that have not yet incorporated the PBN navigation specification in accordance with MIDANPIRG CONCLUSION 12/9 should promptly take the necessary steps to publish it in their AIPs.</p>	2.1	publish implementation of RNAV 5 in their FIRs		RNAV 5 should be added to the AIP, ENR 3.3, ATS route table.	Lebanon, Libya, Syria	
	2.2	implement RNAV 5 in the level band FL160 - FL460		Update State AIP, ENR 3.3 to indicate implementation of the RNAV 5 in the level band FL160 - FL460 (inclusive).	Iran, Lebanon, Libya, Syria, Sudan	
	2.3	publish RNAV routes in relevant part in the AIP		All RNAV routes either defined by RNAV designator or Non-RNAV designator publish in ENR 3.3	Egypt, Kuwait, Oman, Yemen	
<p>Activity 3</p> <p><i>Implementation of reduction longitudinal separation</i></p> <p>Implementation of Longitudinal separation in accordance with MIDANPIRG CONCLUSION 13/5</p>	3.1	assess implementation of 10 NM surveillance separation within FIR		Publish separation based on MIDANPIRG conclusion 13/5 in AIP, ENR 1.6	Iran, Lebanon	
	3.2	Use the outcome of the 1.2, 1.3, 1.4 and 1.5		Propose required mitigation measures in terms of reduction longitudinal separation	MID States	
	3.3	Follow up implementation of reduction longitudinal separation		Conduct the bilateral and multilateral meetings with concerned FIRs and revise LoA	MID States	
	3.4	Set a date to implement agreed changes		Implementation of agreed changes	MID States	
	3.5	Generalization of reduction of longitudinal separation to Non surveillance environment		Prepare draft conclusion by ATM SG to revise MIDANPIRG Conclusion 13/5 to apply reduction of longitudinal separation in non-surveillance FIRs	ASM WG	

Activities	Sub-action		Target date	Deliverable	Champion	Status / RMK
	No.	Description				
<p>Activity 4 <i>ATS route structure efficiency</i></p> <p>adjustments to the route structure to achieve improved efficiency.</p>	4.1.	Identify inefficient route segments which imposed additional track miles to airspace users		List of inefficient route segment in each FIR	MID States	
	4.2.	Identify the root cause		List of restriction (military area)	MID States	
	4.3.	Reduce or eliminate the impact of restriction to establish direct route		List of changes including resize dimension of the concerned area (lateral and vertical), displace or change the available at night period.	MID States	
	4.4.	Follow up proposed changes to implement direct route		Conduct the bilateral and multilateral meetings with concerned military authority to establish direct route (permanent or conditional)	MID States	
	4.5.	publish agreed route and implement		Revise relevant part in AIP and implementation of agreed changes	MID States	
<p>Activity 5 <i>ATS route designators</i></p> <p>Implement MSG Conclusion 6/9 (removing of the prefix "U"), update ATS route designators in accordance with the MID ANP Vol II.</p>	5.1	Remove prefix "U" from ATS route designators		Revise AIP, ENR 3 to remove prefix "U"	Iraq, Jordan, Lebanon, Oman, Qatar	
	5.2	If required, coordinate with adjacent FIR(s) to change ATS route designators in accordance with MID ANP Volume II, ATS route table.		Conduct required bilateral and multi-lateral meeting to change ATS route designator in accordance with MID ANP Volume II, ATS route table.	Bahrain, Oman, Qatar, Saudi Arabia, UAE, Yemen	
	5.3	Change ATS route designators		Revise AIP, ENR 3 to change the required ATS route designators.	Bahrain, Oman, Qatar, Saudi Arabia, UAE, Yemen	

Activities	Sub-action		Target date	Deliverable	Champion	Status / RMK
	No.	Description				
	5.4	Inform ICAO MID regarding removal of prefix "U" and change ATS route designator in accordance with MID ANP Volume II, ATS route table		Official letter or email to ICAO MID to record the progress of changes	Bahrain, Iraq, Jordan, Lebanon, Oman, Qatar, Saudi Arabia, UAE, Yemen	
<p>Activity 6</p> <p><i>ATS route designators</i></p> <p>Implementation of MIDANPIRG Conclusion 21/5 (avoidance of unnecessary change of route designator)</p>	6.1	Based on action 1.1, identify the unnecessary changes in ATS route designators		Develop List the ATS route designators that are no longer necessary to use.	MID States	
	6.2	Based on 6.1, inform ICAO MID regarding proposal for changes in ATS route designator		Develop required PfA related to MID ANP, Volume II, ATS route table.	MID States	
	6.3	Coordinate with relevant FIR and process PfA		Update MID ANP Volume II, ATS route table and update State AIPs accordingly.	MID States and ICAO MID	
	6.4	Based on action 1.1, identify the MID region main flows		List of the main flows at the MID region	ASM WG	
	6.5	Coordinate with concerned States		Conduct coordination meeting	MID States and ICAO MID	
	6.6	Based on 6.4, allocate required ATS route designator to the MID region main flows		Develop required PfA to modify ATS route designators	MID States and ICAO MID	
	6.7	Coordinate with relevant FIR and process PfA		Update MID ANP Volume II, ATS route table and update State AIPs accordingly.	MID States and ICAO MID	
<p>Activity 7</p> <p><i>Five Letter Name Codes (5LNC)</i></p>	7.1	Request new 5LNC form ICARD		New 5LNC will be allocated for position concerned	Jordan, Oman, Saudi Arabia, Syria, Yemen	

Activities	Sub-action		Target date	Deliverable	Champion	Status / RMK
	No.	Description				
Comply with 5LNCs requirements	7.2	Change 5LNC as allocated in ICARD		Revise AIP relevant parts	Jordan, Oman, Saudi Arabia, Syria, Yemen	
	7.3	Inform ICAO MID regarding changes		Official letter or email to ICAO MID to record the progress of changes	Jordan, Oman, Saudi Arabia, Syria, Yemen	
Activity 8 <i>Implementation of CMC and FUA</i> identify quick-wins regarding implementation of CMC and FUA	8.1	To have better understanding about ICAO Guidance Material Doc 10088 among stakeholders		Conduct CMC and FUA workshop	MID States ICAO MID	
	8.2	Take required actions to implement CMC and FUA concept		Develop national action plan to implement CMC and FUA concept	MID States	
	8.3	Identify airspace within each FIR that can easily implement FUA		List of areas have the potential to undergo changes during the nighttime period for civil operation.	MID States	
	8.4	Review areas identified in States AIP and reclassified them based on ICAO Doc 10088.		Change the specification of the potential permanent areas to temporary nature	MID States	
	8.5	Inform airspace user regarding availability of the airspace for flight planning		With coordination of authority develop daily based Airspace Use Plan (AUP)	MID States	

Activities	Sub-action		Target date	Deliverable	Champion	Status / RMK
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Activity 9 <i>ASM improvements</i> identify airspace management quick-wins related to the improvement of safety, efficiency and/or capacity (RAD, TOS, FLAS, LoA, etc.)	9.1	Based on 1.1, review all procedures related to airspace management and relief unnecessary restrictions		Update LoA, update TOS, FLAS, etc.	MID States	
	9.2	Based on States TOS, develop standard route for each flow in the region		Develop MID region Route Availability Document (RAD)	ASM WG	

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