



*International Civil Aviation Organization*

**MIDANPIRG Air Traffic Management Sub-Group**

**Third Meeting (ATM SG/3)**  
*(Cairo, Egypt, 22 – 25 May 2017)*

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**Agenda Item 4: MID Region ATS Route Network**

**ICAO MID ROUTE DEVELOPMENT WORKING GROUP**

*(Presented by AACO)*

**SUMMARY**

This paper presents summary of discussions during the last MIDANPIRG/16 meeting, MIDANPIRG's decision to establish the MID Route Development Working Group, and proposes the RDWG scope, terms of reference, composition, and working procedures.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MAEP Board/3 Report
- MIDANPIRG Decision 16/17

**1. INTRODUCTION**

1.1 This paper briefs the meeting on developments which led to the establishment of the MID Route Development Working Group, and proposes the Working Group's Administrative Arrangements for discussion and endorsement by the ATM Sub Group.

**2. DISCUSSION**

2.1 In order to support the growth in civil aviation, there is a need to modernize the regional ATS Route Network in order to sustain aviation growth while at the same time enhance efficiency and the environmental footprint of the civil aviation system. In that regards, a consensus exists among all stakeholders with regards to the need to enhance the region's ATS Route Network in line with the growth in civil aviation.

2.2 During the past few years, development of the region's ATS Route Network was conducted by the MIDANPIRG ATM Sub-Group. In spite of the commendable work of the Sub-Group in light of its wide mandate, there are several challenges that hinder optimal work on developing the regional ATS Route Network, namely the frequency of meetings, the wide scope of issues discussed during the meeting, and the use of the Route Catalog as basis for work on ATS routes.

2.3 Moreover, considering that, a number of States in the MID Region have initiated airspace redesign projects, constraints impeding the implementation of Flexible Use of Airspace Concept, activities carried out by the ATM and PBN SGs, and the recently established Advanced Inter-regional ATS Routes Development Task Force (AIRARD TF), the third MAEP Board meeting

held in January 2017 agreed that it would be best that ARNOP, the ATS Route Network Optimization Project, be handled by the ATM Sub Group.

2.4 As a result, MIDANPIRG/16 meeting held in Kuwait between 13 and 16 February 2017, agreed on Decision 16/17 as follows:

*Decision 16/17: MID Route Development Working Group (MID RDWG)*

*That,*

- a) MID Route Development Working Group be established to support the route development within the MID Region and at the interfaces with ICAO AFI, APAC and EUR Regions; and*
- b) the ATM SG develop the terms of reference of the MID RDWG.*

2.5 Accordingly, this Working Paper suggests the Administrative Arrangements of MID RDWG which are proposed in **Appendix A**.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to review, discuss, and agree on the Administrative Arrangements of ICAO MID RDWG.

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## APPENDIX A

### MID RDWG Scope, Terms of Reference, Composition, and Working Procedures

#### **Scope:**

The MID Route Development Working Group (RDWG) works on matters related to ATS route planning and implementation in the Middle East Region.

In order to achieve its mandate, The RDWG builds on previous work aiming at enhancing the regional ATS route network, including but not limited to: MIDRAR, CNS/ATM study, work of the Advanced Inter-regional ATS Routes Development Task Force (AIRARD TF), work of the Middle East ATM Enhancement Programme (MAEP), work of ICAO ARN Task Force, etc.

#### **Terms of Reference:**

1. Based on airspace users' needs and in coordination with stakeholders (States, Regional and International Organizations, and other ICAO Regions), identify requirements and improvements for achieving and maintaining an efficient ATS route network in the MID Region.
2. Recommend measures and support the ATM SG in the development and maintenance of working procedures to plan and implement requirements/improvements to the MID ATS route network.
3. Engage the necessary parties regarding routes under consideration, especially the Military Authorities.
4. In coordination with the MIDRMA, carry out safety assessment of the proposed changes to the ATS route network.
5. Support the implementation of the approved amendments to the ATS route network and MID ANP;
6. Address inter-regional ATS routes improvements with adjacent ICAO Regions, through the AIRARD Task Force, RDGE, AAMA SCM etc.
7. Report regularly to the ATM Sub Group and to MAEP Board the work progress of the RDWG.

#### **Composition:**

The RDWG will be composed of:

- a) experts nominated by Middle East States from both Civil Aviation Authority and Military Authority;
- b) Concerned Regional and International Organizations; and
- c) Other representatives from adjacent States and Organizations as required.

In addition, the RDWG will have a core team composed of AACO, IATA and ICAO. The core team will be responsible for developing the activities of the RDWG through effective coordination between airspace users and RDWG members.

**Working Procedures:**

The RDWG will meet as required and under the format of Task Forces gathering concerned States and stakeholders to carry its work, with the following work procedures:

- The Core Team will coordinate users' requirements based on trunk routes and city-pair priorities.
- For each set of requirements, concerned airspace users will submit proposals which will be communicated to the concerned States for review.
- Coordination will be carried out with concerned State(s) through correspondence and teleconferences and, if required, face-to-face meetings with stakeholders on case-by-case basis.
- The Core Team will continue to follow up with concerned States to ensure implementation of the agreed proposals and their migration to the MID ANP.
- The Core Team will follow-up with the concerned State(s) and air operators the conduct of post implementation review of the implemented ATS route improvements, to assess the impact and estimate the benefit accrued from the implementation.

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