



*International Civil Aviation Organization*

**MIDANPIRG Air Traffic Management Sub-Group**

**Eleventh Meeting (ATM SG/11)**  
**(Abu Dhabi, UAE, 19 – 23 October 2025)**

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

**CHANNELLING REGIONAL TRAFFIC FLOW**

*(Presented by the Secretariat)*

<p><b>SUMMARY</b></p> <p>This paper presents a proposal for regional coordination mechanism to enhance airspace management and channelling of the main flow of the traffic in normal and contingency situation in the MID region in harmonized manner.</p> <p>Action by the meeting is at paragraph 3.</p>
<p><b>REFERENCES</b></p> <ul style="list-style-type: none"><li>- Airspace Management Working Group TORs</li><li>- ICAO Annex 11</li><li>- MID Doc 003: MID ATM Contingency Plan</li></ul>



**1. INTRODUCTION**

1.1 The MID Region is known for its high growth of air traffic movements, supporting the different attractions within the Region, including major events organized within the Region and continued seasonal traffic.

1.2 The MIDRMA identified that the growth of the traffic varied between 11 – 13 % annually; additionally, the MIDRMA provides on regular basis the ATS route usage frequency, showing that there are many regional ATS routes supporting the majority of international traffic flow.

1.3 The MID Region is also known for frequent events that requires shifting the traffic from the most optimum routing to alternates, to avoid the areas of concerns, into alternate routing options available or made available during the event, which require more resources and additional planning within the MID Region.

1.4 The MID Air Space Management Working Group was tasked to follow up on improvements to Airspaces and ATS Route structure on regular basis; however, further coordination is required to address case-by-case the alternate routing required to avoid certain areas of concerns.

## **2. DISCUSSION**

2.1 During contingency events within the Region, coordination meetings were requested to implement alternate routing options between the States, the number of traffic movements (demand) has exceeded the regular movements by more than 200%.

2.2 States and ANSPs within the Region have implemented measures to accommodate for this growth on ad-hoc basis, however, increased need for a centralized entity to continuously discuss and agree on measures to be implemented on regional level, supporting the measures implemented on national level, to ensure that the continuation of the traffic flows across the Airspaces.

2.3 Major ANSPs within the Region have developed automated solutions to gather and publish the measures, which might be implemented on regional or subregional level.

2.4 Accordingly, it is proposed that a committee of the relevant States be established, or it would be one of the focus areas under ASM WG Action Plan considering the current and expected major traffic flows, for channeling the main flows in the Region as well as in cases of alternate routing option is required, to ensure harmonization on implementation and continuation of traffic flow on regional level.

2.5 Based on the above, the meeting is invited to discuss the subject and agree on the establishment of regional coordination mechanism between the states with major traffic flow within the region.

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

3.1 The meeting is invited to:

- a) note the information within the paper, and
- b) discuss and agree on the way forward specifically para 2.4 and 2.5.