



*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**

**PROGRESS OF THE AIRSPACE MANAGEMENT WORKING GROUP**

*(Presented by the Secretariat)*

<p style="text-align: center;"><b>SUMMARY</b></p> <p>This paper presents the progress of the Airspace Management Action Group meetings and the ASM Action Plan.</p> <p>Action by the meeting is at paragraph 3.</p>
<p style="text-align: center;"><b>REFERENCES</b></p> <ul style="list-style-type: none"><li>- Outcomes of the Second Airspace Management Working Group (ASM WG/2) meeting (Virtual, 27 January 2025)</li><li>- MIDANPIRG/22 Meeting Report (Doha, Qatar, 4 – 8 May 2025)</li></ul>

**1. INTRODUCTION**

1.1 The meeting may wish to recall that the Airspace Management Working Group (ASM WG) was established by MIDANPIRG, as centralized entity to address airspace management challenges and further enhance the coordination at regional level, through Decision 21/10, as follows:

*MIDANPIRG DECISION 21/10: MID AIRSPACE MANAGEMENT WORKING GROUP (ASM WG)*

*That,*

- a) MID Airspace Management Working Group (ASM WG) be established to ensure the continuous development of airspace structure, Free Route Airspace, GNSS vulnerability and FF-ICE implementation at regional level in the most efficient and harmonized manner;*
- b) the ASM TF to elect Chairperson and develop Terms of Reference during the first meeting of MID ASM Task Force; and*
- c) States support the MID ASM WG through:*
  - i. assignment of Focal Point to contribute to the work of the Task Force; and*
  - ii. sharing states' experience and provision of required data in timely manner.*

1.2 The meeting may wish to recall that the main objective of the ASM WG was 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.

1.3 The meeting may wish to recall that the ASM AG invited the States to include the ongoing and planned Airspace projects (requiring regional coordination) within the scope of the ASM AG, and encouraged the States to share the data in a timely manner.

## 2. DISCUSSION

2.1 The meeting may wish to recall the outcomes of the first ASM WG meeting, including the ASM WG Terms of Reference (ToR), as in **Appendix A**, and the Free Route Implementation guidance material, which were presented to the MIDANPIRG/22 meeting, and endorsed through Decision 22/12 and Conclusion 22/13, as follows:

*MIDANPIRG DECISION 22/12: AIRSPACE MANAGEMENT WORKING GROUP (ASM WG) TERMS OF REFERENCE*

*That, the Terms of Reference of the Airspace Management Working Group, at Appendix 5H, is endorsed.*

*MIDANPIRG CONCLUSION 22/13: FREE ROUTE IMPLEMENTATION GUIDANCE MATERIAL*

*That, the Guidance material for Free Route implementation at Appendix 5I, is endorsed.*

2.2 Additionally, the meeting may wish to note that the MIDANPIRG/22 meeting reviewed the ASM Action plan, as a framework for the ASM WG Activities; and appreciated the work of the ASM WG. And encouraged the States to include in the Action Plan Airspace optimization and enhancements projects; to enable the ASM to provide support on regional and cross-regional levels, track and monitor the activities, and, where required, provide a venue for the experts from States to exchange experience and knowledge.

2.3 The meeting may wish to recall the ASM WG “Focus Areas” for the development of ASM Action Plan:

1. Implementation of PBN in Enroute
2. Implementation of reduction of longitudinal separation
3. ATS route structure network (including ATS route designators and 5LNCs)
4. ASM improvement (CMC and FUA, FRA, RAD, TOS, FLAS & LoA)
5. RPAS/UTM
6. FF-ICE implementation
7. Other ASM related enhancements

2.4 The meeting may wish to note that ASM WG/2 meeting was successfully conducted (virtually, 27 January 2025), to update the status of implementation of the Action Plan, and to include the additional Action Items emanating from the ATM SG/10 meeting. The updated version of the ASM WG Action Plan is at **Appendix B**.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this Paper;
- b) review the items in the ASM WG Action Plan; and
- c) encourage the MID States to provide updated status of implementation of the relevant items of the Action Plan.

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**TERMS OF REFERENCE (TOR) OF THE  
MIDANPIRG AIRSPACE MANAGEMENT WORKING GROUP  
(ASM WG)**

**I. TERMS OF REFERENCE**

1.1 The Airspace Management Working Group was established by the MIDANPIRG/21 meeting 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. Therefore, the **Airspace Management Working Group (ASM WG)** Terms of Reference are as follows:

- a) Address the MID Region Airspace Management challenges:
  - i. conduct a holistic review and perform gap analysis of the MID ATS Routes Network in order to assess the regional capacity, hotspots and constraints;
  - ii. identify requirements and improvements for enhancing safety and achieving an efficient airspace structure within the MID Region;
  - iii. support states on coordinating the identified airspace and ATS route network requirements with relevant stakeholders (International Organizations, airspace user representative organizations and other ICAO Regions);
  - iv. address areas of conflicting traffic highlighted in the MIDRMA Annual Safety Monitoring Report (SMR);
  - v. support States in resolving interface issues with adjacent ICAO Regions;
  - vi. identify the Priority 1 ASBU elements with low level of implementation and support the States to overcome the challenges for the implementation of these elements; and
  - vii. address MID ATS route designators and 5LNCs challenges.
- b) Support the enhancements of MID airspace structure and ATS route network:
  - i. improve connectivity and accessibility (specification, trajectory, spacing, etc.), considering the ability to offer additional routing options, to support operational requests, including contingency situations;
  - ii. foster a harmonized implementation of Performance Based Navigation (PBN) within the enroute environment;
  - iii. coordinate with the MIDRMA and IATA/airspace users to collect and analyse traffic data related to the proposed changes to the ATS Routes Network, as required;
  - iv. develop a working repository for route proposals to be used as a dynamic reference for the establishment / modification of ATS routes; and

- v. support the development, coordination and submission of Proposals for Amendment (PfA) for processing to ensure the continuous and coherent development and update of the MID ANP in the respective subjects.
- c) Endeavour to enhance safety and efficiency; increase capacity and reduce the environmental impact of increasing air traffic through the implementation of improved ATM operations:
  - i. support States to review and update their Letter of Agreement with adjacent FIRs to optimize utilization of the MID airspace in a harmonized manner;
  - ii. develop regional procedure to regulate and harmonize implementation of TOS, RAD and FLAS;
  - iii. foster the implementation of reduced Longitudinal Separation between FIRs;
  - iv. foster the implementation of Civil-Military Cooperation (CMC) and Flexible Use of Airspace (FUA);
  - v. support the planning and harmonized implementation of Free Route Airspace (FRA); and
  - vi. foster the implementation of (FF-ICE).
- d) Support the planning for the operation/integration of new entrants such as Remotely Piloted Aircraft System (RPAS)/Unmanned Traffic Management (UTM) into the MID Region airspace;
- e) Considering global and regional developments related to ATM, identify/propose necessary amendments to the MID Air Navigation Strategy for review by the ATM SG;
- f) Report its activities to the ATM SG; and
- g) Review periodically its Terms of Reference and propose amendments, as necessary.
- h) The ASM AG would review and amend accordingly the action items and timelines based on the developments and progress.

## II. COMPOSITION

### 2.1 The Working Group is composed of:

- a) MIDANPIRG Member States;
- b) concerned International and Regional Organizations; and
- c) other representatives from States from other ICAO Regions; provider States and Industry may be invited on ad hoc basis, as observers, when required.

**III. WORKING ARRANGEMENTS**

3.1 The Chairperson, in close co-operation with the Secretariat, shall make all necessary arrangements for the most efficient working of the Working Group. The Working 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 Working Group to advance the work. Best advantage should be taken of modern communications facilities, particularly videoconferencing (Virtual Meetings) and e-mails.

3.2 In person meetings will be conducted once a year and when deemed necessary.

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## ASM Action Plan

### I. List of ASM priority focus areas:

1. *Implementation of PBN in Enroute*
2. *Implementation of reduction of longitudinal separation*
3. *ATS route network (including establishment of ATS routes, designators and 5LNCs)*
4. *ASM improvements (CMC and FUA, FRA, RAD, TOS, FLAS & LoA)*
5. *RPAS/UTM*
6. *FF-ICE implementation*
7. *Others related tasks*

### II. List of Action Items and implementation Status (as of 30 June 2025)

Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
1	1.1	Publish implementation of RNAV 5 in their FIRs		RNAV 5 routes should be published in AIP ENR 3.2.	Lebanon	MIDANPIRG Conclusion 12/9	
					Libya		
					Syria		
	1.2	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).	Egypt		On going
					Iran		
					Lebanon		
					Libya		
					Syria		
					Sudan		
	1.3	Publish RNAV routes in relevant part in the AIP		All RNAV routes either defined by RNAV designator or non-RNAV designator publish in ENR 3.2	Egypt		
					Kuwait		AIP Amend published Task completed
					Yemen		On going
		RNAV5 to RNAV1 within Baghdad and Kuwait FIR		3 parallel RNAV1 routes	Kuwait		
2	2.1	Coordinate with neighboring States to reduce surveillance longitudinal		Detailed implementation plan	Iraq – Türkiye	MIDANPIRG Conclusion 13/5	
					Jordan		

Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
		separation down to 10 NM, or non-surveillance to 30NM.			<b>Kuwait</b> <b>Libya – Chad</b> <b>Oman – Pakistan &amp; India</b> <b>Yemen – Somalia</b> <b>Qatar - Iran</b>		   Not feasible 
<b>3</b>	<b>3.1</b>	Remove prefix “U” from ATS route designators		Revise AIP, ENR 3 to remove prefix “U”	<b>Iraq</b> (UL602, UM860, UP975, etc.)	MSG Conclusion 6/9	On going targeting Q2/2025
					<b>Jordan</b> (UM690, UR785, UB544, etc.)		AIRAC published Task completed
					<b>Lebanon</b> (UM425, UL620, UN438, etc.)		
					<b>Oman</b> (UB424, UL425, UB535, etc.)		AIRAC published Task completed
	<b>3.2</b>	Change ATS route designators		Revise AIP, ENR 3 to change the required ATS route designators in accordance with ANP volume II.	<b>Bahrain</b> (T557 to L557, Y604 to L704, Y856 to M556, T308 to M708, Z622 to M722, T872 to N572, T602 to N702, T319 to P319, T430 to P550, T444 to P700, T934 to P713) <b>Oman</b> (L695, M303, M681, M877, N430, P304, P316, P513, R402 to non-regional T507 to L559, T980 to L700, Q620 to M700, Z515 to M717, T970 to N570, Q978 to N718) Z855 to P558	Approved PfAs MID.II.2201-ATM & MID.II.2302-ATM	On going publication 12 Jun
							AIP Amend published Task completed



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Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
					<b>Qatar</b> (Y604 to L704, T665 to N700, T430 to P550, T444 to P700)		Planning to change: T308 M708 T872 N872 T934 P713 Y856 M556 Z622 M722
					<b>Saudi Arabia</b> (G674, G799, M309 to non-regional H732 to M553, H741 to M320, J735 to P703, J749 to N709, J852 to M702, J874 to N704, T136 to L716, Y415 to M705, Y511 to M711, Z515 to M717, Q332 to N323, V13 to N703, J874 to N704, Y517 to N707, J749 to N709, T513 to N713, V975 to P705, Q510 to P710, T100 to P711, Q212 to P712, Q21 to P721, Q143 to P723, Q615 to P753, Q624 to P752)		On going, targeting Q4 2025.
					<b>UAE</b> (T665 to N700, Q415 to N715)		On going
					<b>Yemen</b> (L566 to Y101, P552 to Y103, R799 to Y105, Z515 to M717 and establish LADLI-PUTSO)		
		MID ATS Route PfA and Optimization of MID Region ATS Route Designator		develop plan and for review before processing the required PfA retain the designator	<b>All MID States</b>		

Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
4	4.1	Continuation of FRA volume between UAE and Qatar		Detailed implementation plan	Qatar and UAE	ASM WG/1	On going, targeting Q4/2025
	4.2	Explore the feasibility of Development of Regional RAD/routing concept		RAD portal	Oman and Saudi Arabia. Other interested States	ASM WG/1	Oman: AIP Amend published.  Saudi Arabia: On going targeting Saudi Arabia and Oman will provide PPT WG/3.
	4.3	Regional cooperation of optimization of major traffic flows		- Identification of the major traffic flow - Optimization of the network	Oman and MID States	ATM SG/10 WP/22 by Oman	On going
6	6.1	Preparation for FF-ICE implementation		- ICAO APAC/MID ATFM and FF-ICE Seminar 2025 (Dubai, UAE, 23 – 26 Feb 2025)			Conducted
	6.2	AIDC/OLDI applicability area (FF-ICE enabler)		Develop draft FF-ICE (B0/1) applicability area (based on operational needs)			
7	7.1	MID Region ATM Monitoring Dashboard		Support the development of the ATM Dashboard (offered by GACA/SANS)	GACA/SANS	ATM SG/9-10	On going
	7.2	Air Navigation Plan (Vol. II): Homogenous Areas and Major Traffic Flow (Table GEN II-1)		review and update <b>Table GEN II-1</b> for review before processing the required PFA			