



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Eleventh Meeting (ATM SG/11)

(Abu Dhabi, UAE, 19 – 23 October 2025)

Agenda Item 6: Future Work Programme

REVISION OF TOR AND FUTURE WORK PROGRAMME

(Presented by the Secretariat)

SUMMARY
<p>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.</p> <p>Action by the meeting is at paragraph 3.</p>
REFERENCES
<ul style="list-style-type: none">- 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.

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**.

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**; and
 - b) agree on the dates and venue of the ATM SG/12 meeting.
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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 related matters within the MID Region is coherent and compatible with global developments and traffic demand 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 (Doc 002);
- b) develop the MID Region ATM performance objectives/priorities, including action plans to achieve the agreed performance targets;
- ~~b)c)~~ monitor the status of implementation of the MID Region ATM-related ASBU threads/elements included in the MID Region Air Navigation Strategy (Doc 002) as well as other required ATM facilities and services within the MID Region; identify the associated difficulties and deficiencies and provide progress reports to MIDANPIRG, as required; support the development and monitoring of Key Performance Indicators related to ATM;
- ~~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; and provide a platform for harmonization of developments and deployments in the ATM domain;
- e) review the current MID ATS Routes Network in order to assess support its capacity and constraints vs traffic demand; based on the airspace user needs and in coordination with Stakeholders (States, International Organizations, user representative organizations and other ICAO Regions) to identify the requirements for improvements aiming to maintaining an efficient route network in the MID Region;
- ~~d)f)~~ review the Regional ATS route Proposals for Amendment (PfA) of the ANP Vol II, Table ATS I-1;
- g) in coordination with MIDRMA, review the technical results of the Safety Monitoring Reports within the MID RVSM Airspace and support the development of assessment of the proposed changes to the ATS Routes Network;
- h) coordinate, assign and follow up on the tasks related to the ASM Working Group;
- i) support the development of proposals for the updating of relevant ICAO MID documents, including the amendment of relevant parts of the MID ANP, as deemed necessary;

- ~~j)~~ review and maintain the MID Region SSR Code Allocation Plan (Doc 005) and monitor the implementation of the SSR codes allocation procedures in the Region;
- ~~e)~~ 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;
- ~~f)~~ k) foster and initiate actions aimed at improving civil/military cooperation, and Flexible Use of Airspace (FUA) and Free Route Airspace (FRA) implementation;
- ~~g)~~ l) 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 (Doc 010);
- ~~h)~~ ensure the effectiveness of the SSR code allocation system in the MID Region;
- ~~i)~~ m) 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, reflected in the MID Air Navigation Deficiencies Database (MANDDD);
- ~~j)~~ n) develop, and amend when required, the MID Region ATM Contingency Plan (Doc 003) and ensure that its maintained up to date;
- ~~k)~~ 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;
- ~~l)~~ o) monitor and review the latest technological developments in the area of ATM;
- ~~m)~~ p) coordinate with relevant MIDANPIRG and RASG-MID Subsidiary bodies issues with common interests;
- ~~n)~~ q) provide regular progress reports to the MIDANPIRG concerning its the work programme; and
- ~~r)~~ Review, maintain and keep up to date within the ATM Monitoring Dashboard, including the agreed monitoring priorities;
- ~~s)~~ review periodically its ATM SG 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;

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- ~~b) review the MID ATS Routes Network in order to assess its capacity and constraints;~~
- ~~c) identify requirements and improvements for achieving and maintaining an efficient ATS route network in the MID Region;~~
- ~~d) 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~~
- ~~e) 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;~~
- ~~f) engage the necessary parties regarding routes under consideration, especially the Military Authorities;~~
- ~~g) promote civil/military cooperation and the implementation of the concepts of Flexible Use of Airspace (FUA), free flight, flexible tracks;~~
- ~~h) facilitate effective civil/military cooperation and joint use of airspace in the MID Region;~~
- ~~— submit completed route proposals for amendment of the Basic ANP Table ATS-1, to the ICAO MID Regional Office for processing;~~
- ~~i) in coordination with the MIDRMA, carry out safety assessment of the proposed changes to the ATS Routes Network;~~
- ~~j) submit completed route proposals for amendment of the Basic ANP Table ATS-1, to the ICAO MID Regional Office for processing;~~
- ~~k) monitor the RVSM operations and support the continued safe use of RVSM in the MID Region;~~
- ~~l) review and maintain the MID Region SSR Code Allocation Plan and monitor the implementation of the SSR codes allocation procedures in the Region;~~
- ~~m) assist States in the development and co-ordination of contingency plans and ensure that the Regional contingency plan is maintained up-to-date;~~
- ~~n) assess the effectiveness of the agreed Contingency measures/procedures and propose mitigation measures, as appropriate;~~
- ~~o) address ATM and SAR interface issues with other regions and make specific recommendations to achieve seamlessness and harmonization;~~
- ~~p) review the requirements and monitor the status of implementation of ATM and SAR~~

~~services;~~

~~q) analyse, review and monitor deficiencies in the ATM and SAR fields;~~

~~r) develop proposals for the updating of relevant ICAO documentation, including the amendment of relevant parts of the MID ANP, as deemed necessary;~~

~~s) establish and monitor ATM performance objectives for the MID Region; and~~

~~t) 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~~ MID 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 Secretariat, 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, Secretariat 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.