



*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 7: Any Other Business**

**ATM MONITORING DASHBOARD**

*(Presented by Saudi Arabia and the Secretariat)*

**SUMMARY**

This paper provides an update regarding development of ATM Monitoring Dashboard.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MIDANPIRG/22 & RASG-MID/12 meetings report (Doha, Qatar, 4 – 8 May 2025)
- ATM SG/9 Meeting Report (Sharm El Sheikh, Egypt, 14 – 16 November 2023)
- ATM SG/10 Meeting Report (Jeddah, Saudi Arabia, 20 – 23 October 2024)
- RANP/NANP TF/2 Meeting Report (Cairo, Egypt, 17 – 19 February 2025)
- Technical Meeting (Cairo, Egypt, 28 – 30 June 2025)

**1. INTRODUCTION**

1.1 The meeting may wish to recall the offer received from the Chairman of ATM SG/9 to develop a dashboard to support the activities of the ATM SG and the monitoring of implementation levels, using the available expertise within GACA and SANS in Saudi Arabia.

1.2 The ATM SG/10 meeting received an update on the initial version of the Dashboard including the monitoring items of the ATM SG and ASM WG.

1.3 The RANP/NANP TF/2 meeting noted with appreciation that Saudi Arabia wishes to develop the proposal related to the ATM dashboard to support MID States to monitor the status of ATM ASBU Priority 1 Threads and Elements as well as regional KPIs and other priorities related to ATM.

**2. DISCUSSION**

2.1 The MIDANPIRG/22 meeting agreed that on the development of ATM dashboard to support MID States to monitor the status of ATM related subjects, as start; and to present the outcomes to the MIDANPIRG/23 meeting.

2.2 The primary advantages and anticipated outcomes associated with the proposed dashboard were outlined as follows:

- a) effectively visualize complex data;
- b) improve status awareness;
- c) empower Data-Driven Decisions;
- d) data integrity through intelligent automation;
- e) customizable data exploration and analysis;
- f) flexible data visualization experience;
- g) streamline operations efficiency; and
- h) historical data access.

2.3 The key features of the proposed dashboard were as follows:

- a) data collection and analysis;
- b) visualizations;
- c) customized options;
- d) reporting capabilities; and
- e) sharing.

2.4 The MIDANPIRG/22 meeting invited Saudi Arabia to coordinate with the Secretariat for the necessary arrangements required for the development of the ATM dashboard, taking into account the ICAO iSTARS capabilities.

2.5 Accordingly, the MIDANPIRG/22 meeting agreed to the following Conclusion:

*MIDANPIRG CONCLUSION 22/6: DEVELOPMENT OF REGIONAL ATM MONITORING DASHBOARD*

*That,*

- a) *the Air Traffic Management Monitoring Dashboard be developed by ATM SG to monitor ATM related items, based on the offer received from Saudi Arabia; and*
- b) *the progress of the Dashboard be presented to MIDANPIRG/23 meeting for further deliberation, including the potential expansion of the proposed dashboard to monitor status of other ANS items.*

2.6 Based on the above, a Special Technical meeting with the participation of delegate from Saudi Arabia was conducted in ICAO MID Office. In this 3-day meeting, the scope of the tool to develop the following Dashboards have been agreed:

- a) Reducing Longitudinal Separation.
- b) Management of SSR Codes.
- c) ATS Routes Designator.
- d) ATFM (Phase 1A).
- e) ATS Routes Direction.
- f) FIR/SRR Boundary.
- g) Focal Points (ATM, SAR, Contingency).
- h) AIDC/OLDI.
- i) Airspace Management.
- j) MIDRMA Contribution.
- k) Air Navigation Report, MID ASBU Priority 1 elements.

## l) LoAs &amp; Plans Tracker:

- i. LoA (Letter Of Agreements).
- ii. Contingency Plan and Agreements.
- iii. SAR Plans and Agreements.

## m) Other topics (subject to data availability):

- i. Safety Reports (Due regard over high seas).
- ii. Air Navigation Deficiencies.
- iii. 5 LNC (5 Letter Name Codes).

2.7 Consequently, the necessary tables for gathering data on the aforementioned subjects have been created, data entry for the Air Navigation Report 2024 has been finalized, and the development of the dashboard interface is currently underway. Upon the completion of the interface, the required form will be established for online data entry by State Focal Points and data verification by ICAO MID.

**3. ACTION BY THE MEETING**

## 3.1 The meeting is invited to:

- a) note the progress of development of ATM Monitoring Dashboard as presented by Saudi Arabia;
- b) provide required feedback to technical team (Saudi Arabia and ICAO MID) for further improvement; and
- c) support ICAO MID in providing the necessary data and updates to ensure the effective operation of the ATM Monitoring Dashboard.

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