



International Civil Aviation Organization

MIDANPIRG Airspace Management Working Group

Third Meeting (ASM WG/3)
(Virtual, 21 – 22 January 2026)

Agenda Item 3: Future Work Programme

TERMS OF REFERENCE, LIST OF FOCAL POINTS AND
DATE AND VENUE OF THE ASM WG/4 MEETING

(Presented by the Secretariat)

SUMMARY

This paper aims to review the Terms of Reference of the ASM Working Group, list of States Focal Points and agree on the tentative dates and venue for the next ASM WG meeting.

Action by the meeting is at paragraph 2.

REFERENCES

- ICAO MID Office Work Programme

1. INTRODUCTION

1.1 In accordance with the current MIDANPIRG Procedural Handbook, the ASM Working Group is expected to review the Terms of Reference and propose amendments as required, update list of States Focal Points and decide on the dates and venue of its next meeting.

2. ACTION BY THE MEETING

2.1 The meeting is invited to:

- a) review and update, as deemed necessary, the ToR of the ASM WG and list of Focal Points respectively at **Appendix A** and **B**; and
- b) agree on the dates and venue of the ASM WG/4 meeting.

**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.

Airspace Management Working Group (ASM WG)
LIST OF MAIN FOCAL POINT AND ALTERNATES

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