



International Civil Aviation Organization

MIDANPIRG Air Traffic Flow Management Task Force

Tenth Meeting (ATFM TF/10)
(Virtual, 3 - 4 August 2026)

Agenda Item 2: MID ATFM Framework

ADVANCING AIR TRAFFIC FLOW MANAGEMENT IN THE MID REGION

(Presented by IATA)

SUMMARY

The MID Region is characterized by a high volume of international and long-haul traffic operating across multiple FIRs. Recent operational events have highlighted the importance of managing traffic flows from a network perspective through enhanced cross-border coordination and information sharing. This paper discusses opportunities to further develop collaborative and network-oriented ATFM, including the application of Long-Range Air Traffic Flow Management (LR-ATFM), to improve operational predictability, support efficient management of regional traffic flows and enable future operational concepts such as Flight and Flow Information for a Collaborative Environment (FF-ICE) and Trajectory-Based Operations (TBO).

Action by the meeting is at paragraph 3.

REFERENCES

- ICAO Annex 11, Air Traffic Services.
- ICAO Doc 9971, Manual on Collaborative Air Traffic Flow Management.
- ICAO MID Doc 014, MID Region Air Traffic Flow Management Plan Version 2.0.
- IATA User Requirements for Air Traffic Services (URATS), Volume 1 ATM.

1. INTRODUCTION

1.1 Air Traffic Flow Management (ATFM) is a key enabler of safe, efficient, cost-effective and environmentally sustainable air transport operations. Through collaborative decision-making and demand-capacity balancing processes, ATFM supports the optimized use of available airspace and airport capacity while improving operational predictability for airspace users.

1.2 The MID Region is characterized by a high proportion of international, long-haul and overflight operations connecting major traffic flows between Europe, Asia and Africa. The operational performance of the Region therefore depends not only on local demand-capacity balancing, but also on effective coordination of traffic flows across FIR boundaries.

1.3 Recent operational events have demonstrated how rapidly traffic flows can change across the Region and have highlighted the importance of timely information sharing, coordinated planning and collaborative management of available capacity among multiple stakeholders.

1.4 This paper highlights opportunities to strengthen the operational benefits of ATFM through enhanced collaboration, information sharing and regional coordination among stakeholders.

2. DISCUSSION

2.1 From an airspace user perspective, the objective of ATFM should extend beyond the management of delays and local capacity constraints. The ultimate objective is to improve predictability, optimize network performance, and support efficient utilization of available airspace and airport capacity.

2.2 The MID Region has established regional objectives and frameworks for collaborative ATFM, including concepts related to cross-border coordination, network management and information sharing. However, given the international nature of traffic flows within the Region, further attention should be placed on operational outcomes and the benefits delivered to airspace users.

2.3 Recent traffic redistribution events affecting the Region demonstrated that disruption in one area can rapidly influence demand and capacity across multiple FIRs. Such events highlighted the importance of maintaining a common operational picture and implementing coordinated solutions that take into account network-wide impacts rather than addressing constraints solely at a local level.

2.4 The international and long-haul nature of traffic operating through the MID Region presents a strong case for the further development of Long-Range ATFM (LR-ATFM) concepts. Unlike measures applied close to the point of constraint, LR-ATFM enables demand and capacity imbalances to be identified and managed earlier across multiple FIRs, supporting a network-wide approach to traffic flow management. This can improve predictability, facilitate more efficient use of available capacity and reduce the need for tactical interventions close to the constrained area.

2.5 The continued development of LR-ATFM and cross-border coordination mechanisms will become increasingly important as the Region progresses towards future operational concepts such as Flight and Flow Information for a Collaborative Environment (FF-ICE) and Trajectory-Based Operations (TBO). These concepts rely on enhanced information sharing, collaborative planning and trajectory management across FIR boundaries. Without corresponding progress in collaborative and network-oriented ATFM processes, the full operational benefits of FF-ICE and TBO may be difficult to realize within the MID Region.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information presented in this paper;
- b) recognize the importance of cross-border and network-oriented ATFM as an enabler for future implementation of FF-ICE and Trajectory-Based Operations (TBO);
- c) recognize the value of managing traffic flows from a network perspective through collaborative and cross-border ATFM processes;
- d) include the development of regional coordination mechanisms and information sharing arrangements to support the management of traffic flows affecting multiple FIRs as a near term priority of the ATFM TF work program; and

- 3 -

- e) commit to incorporating Long-Range Air Traffic Flow Management (LR-ATFM) concepts into national ATFM implementation plans and cross-border coordination arrangements, as appropriate, to support the management of international and long-haul traffic flows within the MID Region.

- END -