International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Seventh Meeting (ATM SG/7)
(Virtual, 15 – 18 November 2021)

Agenda Item 6: **Future Work Programme**

REVISION OF TORs (ATM SG, ATFM TF AND FWC2022 TFs)

(Presented by the Secretariat)

SUMMARY
This paper aims to review the terms of reference of the ATM Sub-Group, ATFM and the FWC2022 Task Forces.   Action by the meeting is at paragraph 3.

REFERENCES
- MIDANPIRG Handbook, Edition June 2017

1. **INTRODUCTION**

1.1   In accordance with the current MIDANPIRG Procedural Handbook, the ATM Sub Group is expected to review and update, as deemed necessary, its Terms of Reference.

1.2   The meeting may wish to recall MIDANPIRG Decision 18/54:

MIDANPIRG DECISION 18/54:   TERMS OF REFERENCE OF THE ATM SG

That, the Terms of Reference of the ATM SG be updated as at Appendix 5.4D.

2. **DISCUSSION**

2.1   The meeting may wish to note the amended ATM SG ToR, at **Appendix A**.

2.2   In reference to the MIDANPIRG organizational structure, the meeting may review and update, as deemed necessary, the ATFM and FWC2022 TFs ToRs, at **Appendices B** and **C**, respectively.

2.3   Accordingly, the meeting may wish to review and agree on the following Draft Decisions:

DRAFT DECISION 7/X: TERMS OF REFERENCE OF THE ATFM TF

*That, the Terms of Reference of the ATFM TF be updated, **at Appendix B.***

DRAFT DECISION 7/X: TERMS OF REFERENCE OF THE FWC2022 TF

*That, the Terms of Reference of the FWC2022 TF be updated, **at Appendix C**.*

3.   ACTION BY THE MEETING

3.1   The meeting is invited to review and update, as deemed necessary, the ToRs of the ATM SG, the ATFM and FWC2022 TFs, at **Appendices A, B** and **C**, respectively.

AIR TRAFFIC MANAGEMENT SUB-GROUP (ATM SG)

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 in the MID Region is coherent and compatible with developments 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;

b) monitor the status of implementation of the MID Region ATM-related ASBU threads/elements included in the MID Region Air Navigation Strategy as well as other required ATM facilities and services; identify the associated difficulties and deficiencies and provide progress reports, as required;

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;

e) provide a platform for harmonization of developments and deployments in the ATM domain;

f) 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;

g) foster and initiate actions aimed at improving civil/military cooperation and Flexible Use of Airspace (FUA) implementation;

h) 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;

i) ensure the effectiveness of the SSR code allocation system in the MID Region;

j) 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;

k) develop the MID Region ATM Contingency Plan and ensure that its maintained up to date;

l) 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;

m) monitor and review the latest developments in the area of ATM;

n) Coordinate with relevant MIDANPIRG and RASG-MID Subsidiary bodies issues with common interests;

o) provide regular progress reports to the MIDANPIRG concerning its work programme; and

p) review periodically its 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;

b) provide necessary inputs to the MID Region Air Navigation Strategy through the monitoring of the agreed Key Performance Indicators related to ATM;

c) review the MID ATS Routes Network in order to assess its capacity and constraints;

d) identify requirements and improvements for achieving and maintaining an efficient ATS route network in the MID Region;

e) 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

f) 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;

g) engage the necessary parties regarding routes under consideration, especially the Military Authorities;

h) promote civil/military cooperation and the implementation of the concepts of Flexible Use of Airspace (FUA), free flight, flexible tracks;

i) facilitate effective civil/military cooperation and joint use of airspace in the MID Region;

j) in coordination with the MIDRMA, carry out safety assessment of the proposed changes to the ATS Routes Network;

k) submit completed route proposals for amendment of the Basic ANP Table ATS-1, to the ICAO MID Regional Office for processing;

l) monitor the RVSM operations and support the continued safe use of RVSM in the MID Region;

m) review and maintain the MID Region SSR Code Allocation Plan and monitor the implementation of the SSR codes allocation procedures in the Region;

n) assist States in the development and co-ordination of contingency plans and ensure that the Regional contingency plan is maintained up-to-date;

o) assess the effectiveness of the agreed Contingency measures/procedures and propose mitigation measures, as appropriate;

p) address ATM and SAR interface issues with other regions and make specific recommendations to achieve seamlessness and harmonization;

q) review the requirements and monitor the status of implementation of ATM and SAR services;

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

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

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

u) 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 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 Secretary, 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, Secretary 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.

TERMS OF REFERENCE (TOR) OF THE
MIDANPIRG AIR TRAFFIC FLOW MANAGEMENT TASK FORCE
(ATFM TF)

I.   TERMS OF REFERENCE

1.1   Perform a joint assessment and confirmation of the Pre-requisites for a regional ATFM solution~~.~~. This shall include:

a)   Assessment of the performance objectives of the individual participating States and definition of common performance objectives for a regional ATFM service.

b)   Perform a data collection and analysis to identify hot-spot areas and critical times in a regional ATFM service area where demand consistently exceeds capacity. The reasons and contributing factors for unbalanced demand and capacity are to be identified.

c)   Analysis of air traffic flows within the designated area of the regional ATFM service that is causing unbalanced demand and capacity. The analysis shall identify the traffic fractions that due to their uniformity are candidates for effective ATFM measures to increase the efficiency without violating the equity principle.

1.2   Develop an ATFM Concept of Operations and a Framework which addresses ATFM minimum requirements for the implementation of ATFM in the ICAO MID Region.

1.3   Agree on a mechanism to support the phased implementation of ATFM measures in the MID Region, when and where required.

1.4   Identify, research and recommend appropriate guidance regarding:

a)   ~~aerodromes~~ Aerodromes and ~~enroute capacities~~ Airspace capacity under the normal circumstances and adjustment factors affecting the capacity;

b)   regular review for all aerodromes and ATC sectors where traffic demand is expected to reach capacity, or is resulting in traffic congestion;

c)   regular review of the implemented ATFM measures and the related publications; to support implementation of the required mesures and reflection by the data houses (such as: Flight Planning Systems) and compliance of the airspace users;

d)   mechanisms for ATFM data gathering, and exchanging operational data related to airspaces/aerdromes availablility and air operation data between States, ANSPs, Airspace users, Organizations and ICAO, which may include:

   i.   adjusted aerodromes and enroute capacity due to factors affecting capacity such as:

   -    Amid and after crisis management measures (mainly related to ANS Business Continouty Plans and recovery);
   -    special use airspace status, runway closures; or
   -    weather phenominas.

   ii.   traffic demand information which may include flight schedules, flight plan data, repetitive flight plan data as well as associated surveillance updates of flight status; and

iii. ATFM Daily Plan.

e) measure compliance of airspace users with the applicable ATFM measures; and

f) any other guidance relevant to the Regional ATFM Framework.

1.5 Consider existing and planned ATFM initiative in the Region, and make specific recommendations to ensure their alignment.

1.6 Ensure inter-regional ATFM harmonization with adjacent ICAO Regions.

1.7 Recommend appropriate inputs related to the implementations of ASBU Modules Elements / Threads relevant to ATFM such as NOPS, A-CDM, etc.

1.8 Report to the ATM SG.

1.9 Review periodically its Terms of Reference and propose amendments as necessary.

1.10 Coordinate as deemed necessary with the Aerodromes Sefety, Planning and Implementation Group (ASPIG) and the Meteorology Sub-Group (MET SG) the issues of mutual interest relevant MIDANPIRG Sub-Groups and the Regional initiatives, metters of mutual interest.

II. COMPOSITION

2.1 The Task Force is composed of MID ATFM focal points and experts from:

a) MIDANPIRG Member States;

b) India, FAA, AACO, ACAO, AEROTHAI, CANSO, EUROCONTROL, IATA, and ICAO (Bangkok, Cairo, Paris Offices and HQ); and

c) other representatives from provider States and Industry may be invited on ad hoc basis, as observers, when required.

2.2 The Task Force shall elect a Chairperson to act as the point of contact on behalf the Task Force.

2.3 ICAO MID Office will act as the Secretary of the ATFM Task Force meetings.

III. WORKING ARRANGMENTS

3.1 The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the Task Force. The Task Force shall at all times conduct its activities in the most efficient manner possible with a minimum of formality and paper work (paperless meetings). Permanent contact shall be maintained between the Chairpeson, Secretary and Members of the Task Force 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.

TERMS OF REFERENCE (TOR) OF THE
MIDANPIRG FIFA WORLD CUP 2022 TASK FORCE
(FWC2022 TF)

1. OBJECTIVES AND SCOPE

1.1   The Task Force will be expected to apply the performance-based approach through a collaborative manner to address the most strategic decisions to reach the following:

   a) A sufficient coordination between the Air Navigation Service Providers (ANSPs), airports, airspace users and regulators;

   b) A sufficient coordination at local, regional and inter-regional levels to accommodate safely and efficiently the expected significant increase of traffic; and

   c) A defragmented approach from an operational perspective to achieve (gate-to-gate, city pairs, and an oriented track system) which leads to more than optimum flight and airport operations efficiency.

1.2   The Task Force shall support the MID Region ATFM System once established.

2. TERMS OF REFERENCE OF THE TASKFORCE

2.1   Develop and follow-up the implementation of ~~an~~ FWC2022 ~~action~~ Action ~~plan~~ Plan to accommodate the expected high increase of traffic, in a safe and efficient manner, taking into consideration similar experiences from other regions.

2.2   Address other major events ~~such as the EXPO 2020~~ an~~d~~ develop action plan(s) to accommodate the changes in traffic flows as required.

2.3   Define explicit and implicit strategic objectives (e.g. improved safety, increased air traffic capacity, improved efficiency, and mitigation of airspace congestion impact).

2.4   Identify operational and technical requirements including proposals for airspace management changes and amendment to the MID ATS Route Network to accommodate the air traffic through the establishment of temporary routes as required.

2.5   Develop the concept of collaborative decision-making at the strategic, tactical and pre- tactical levels, which would be implemented before and during the World Cup event.

2.6   Suggest methods for increased interaction between airspace providers in order to make sure that the network effects of any trajectory selection are properly incorporated in the decisions.

2.7   Develop collaborative regional mechanism for the implementation of ATFM solutions/measures such as Ground Delay Program (GDP), which would be implemented for departures from airports in the region.

2.8   Assess the operational performance of the ATM network by its capability to accommodate demand through realistically modeled network nodes, i.e. airports and airspace volumes.

2.9   The Task Force shall work in close coordination with the ATFM TF to avoid duplication of efforts.

3. COMPOSITION

3.1   The World Cup 2022 Task Force is composed of experts from:

   a)   MIDANPIRG Member States;

   b)   India, FAA, AACO, ACAO, AEROTHAI, CANSO, EUROCONTROL and IATA; and

   c)   other representatives from States, Organizations and Industry may be invited on ad-hoc basis, when required.

3.2   ICAO MID Office will act as the Secretary of the Task Force.

4. WORKING PROCEDURES

4.1   Qatar shall act as the Chairman of the Task Force.

4.2   In order to effectively perform its tasks and responsibilities, the Task Force will meet as required in order to achieve its objectives.

4.3   ~~Coordination will be carried out among the Task Force members and with concerned State(s) through correspondence and teleconferences and, if required, face-to-face meetings with stakeholders on case-by-case basis.~~

4.4~~4.3~~   A Core Team might be established to follow-up with the concerned State(s) and air operators the conduct of safety and operational assessments and provide support as appropriate.

4.4   The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the Task Force. The Task Force shall at all times conduct its activities in the most efficient manner possible with a minimum of formality and paper work (paperless meetings). Permanent contact shall be maintained between the Chairpeson, Secretary and Members of the Task Force to advance the work. Best advantage should be taken of modern communications facilities, particularly video-conferencing (Virtual Meetings) and e-mails.

4.5   Face-to-face meetings will be conducted when it is necessary to do so.

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