

**Table 11-1. Homogeneous ATM Areas and Major Traffic flows  
Middle East Region**

<i>Area of routing (AR)</i>	<i>Traffic flow</i>	<i>FIRs involved</i>	<i>Type of area covered</i>	<i>Remarks</i>
AR1	Asia and Europe, Asia and the Middle East, Europe and the Middle East, via the northern Arabian Peninsula and Eastern Mediterranean.	Amman, Baghdad, Bahrain, Beirut, Cairo, Damascus, Emirates, Jeddah, Kuwait, Muscat, Tel Aviv	Continental high density	Mainly intra-regional and MID to/from ASIA and EUR . Some overflying EUR/ASIA traffic.
AR-2	Egypt and the southern Arabian Peninsula to/from Europe, Africa and Asia.	Cairo, Bahrain, Emirates, Jeddah,	Remote Continental and Oceanic low density (but seasonally high density)	Mainly landing and departing the MID region. Some EUR/AFI traffic. Seasonal pilgrim flights to and from Africa, Central, South and South-East Asia
AR3	Asia and Europe, Asia and the Middle East, Europe and the Middle East, north of the Gulf.	Teheran, Kabul	Continental high density	Major flow ASIA/EUR.

- i. Transition planning must also take into account the present operating fleet and the re-equipment plans of airlines operating within the MID Region.
- ii. It is important that as CNS/ATM systems are progressively introduced, the ATM procedures should provide positive benefits for those operators who equip with the new technology.
- iii. Volume I Chapter 4 of the Global Plan contains detailed information on the specific transition issues apply to ATM. A copy of this is reproduced at **Appendix 7-A** to chapter 7.
- iv. The requirements for the introduction on RNP/RNAV and associated reductions in separation are specified in the *Middle East Implementation Plan for the Introduction of RNP/RNAV*. A copy is attached as **Appendix 7-B** to chapter 7.