International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Eleventh Meeting (ATM SG/11)
(Abu Dhabi, UAE, 19 – 23 October 2025)

Agenda Item 3: Planning and implementation issues related to ATM/SAR

MID ANP VOLUME II: TABLE GEN II-1 (HOMOGENEOUS AREAS AND MAJOR TRAFFIC FLOWS IN THE MID REGION) PFA

(Presented by the Secretariat)

SUMMARY

This paper provides an update regarding the status of MID ANP, Volume II, Part I, Table GEN II-1 (Homogeneous areas and major traffic flows in the MID Region)

Action by the meeting is at paragraph 3.

REFERENCES

- MID Air Navigation Plan, Volume II edition November 2023
- ATM SG/10 Meeting Report (Jeddah, Saudi Arabia, 20 – 23 October 2024)

1. INTRODUCTION

1.1 The ICAO Council approved the new eANP Template (Volumes I, II and III) and corresponding procedure for amendment on 18 June 2014 (202nd session, fourth meeting).

1.2 To facilitate air navigation systems planning and implementation, homogenous ATM areas and/or major traffic flows/routing areas have been defined for the MID Region in ANP, Volume II, Part I (General). While these areas of routing do not encompass all movements in the Region, they include the major routes.

1.3 A homogeneous ATM area is an airspace with a common ATM interest, based on similar characteristics of traffic density, complexity, air navigation system infrastructure requirements or other specified considerations. In such an ATM area a common detailed plan will foster the implementation of interoperable ATM systems. Homogeneous ATM areas may extend over States, specific portions of States, or groupings of States. They may also extend over large oceanic and continental areas. They are considered areas of shared interest and requirements.

1.4 A major traffic flow refers to a concentration of significant volumes of air traffic on the same or proximate flight trajectories. Major traffic flows may cross several homogeneous ATM areas with different characteristics.

1.5 A routing area encompasses one or more major traffic flows, defined for the purpose of developing a detailed plan for the implementation of ATM systems and procedures. A routing area may

cross several homogeneous ATM areas with different characteristics. A routing area specifies common interests and requirements of underlying homogeneous areas, for which a detailed plan for the implementation of ATM systems and procedures either for airspace or aircraft will be specified.

2. DISCUSSION

2.1 The meeting may wish to recall that the Secretariat has performed a review of ANP Volume II and recognized the necessity to update Part I: General Planning Aspects, specifically Table GEN II-1 based on the main traffic flows in the MID region. Consequently, the ATM SG/10 meeting assigned ICAO MID the task of formulating the necessary proposal to amend this table for review by ASM WG/3 prior to its presentation at ATM SG/11. In this process, ICAO MID has prepared the required Draft in **Appendix A** and additional illustrations in **Appendix B** for ASM WG/3's review; however, due to certain arrangements, this meeting has already been postponed to a new date following ATM SG/11.

2.2 Based on the above and to avoid further delay, ICAO MID proposes that ATM SG/11 grant the necessary authorization to ASM WG/3 to complete the draft outlined in **Appendix A** before presenting the Draft PfA to the MIDANPIRG/23 meeting. Accordingly, the meeting may wish to agree on the following Draft Conclusion:

DRAFT CONCLUSION 11/X: PROPOSAL FOR AMENDMENT TO THE MID eANP VOLUME II, PART I, TABLE GEN II-1

That, the ICAO MID Office follow the process of the required Proposal for Amendment (PfA) to revise MID eANP, Volume II, Part I, Table GEN II-1(Homogeneous areas and major traffic flows identified in the Region).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) grant authorization to ASM WG/3 to review and finalize Table GEN II-1 in **Appendix A** and present draft table to the MIDANPIRG/23 meeting; and

b) agree on the Draft Conclusion in para 2.2.

TABLE GEN II-1 - HOMOGENEOUS ATM AREAS AND/OR MAJOR TRAFFIC FLOWS IDENTIFIED IN THE MID REGION

Column

1	Area of routing (AR)	Sequential number of area of routing
2	Homogeneous Areas and/or Traffic flows/ routing areas	Brief description and/or name
3	FIRs involved	List of FIRs concerned
4	Type of area covered	Brief description of type of area, examples: Oceanic or Continental High or low density Oceanic en-route or Continental en-route
5	Remarks	Homogeneous ATM Area and/or Major Traffic Flow and Region(s) concerned

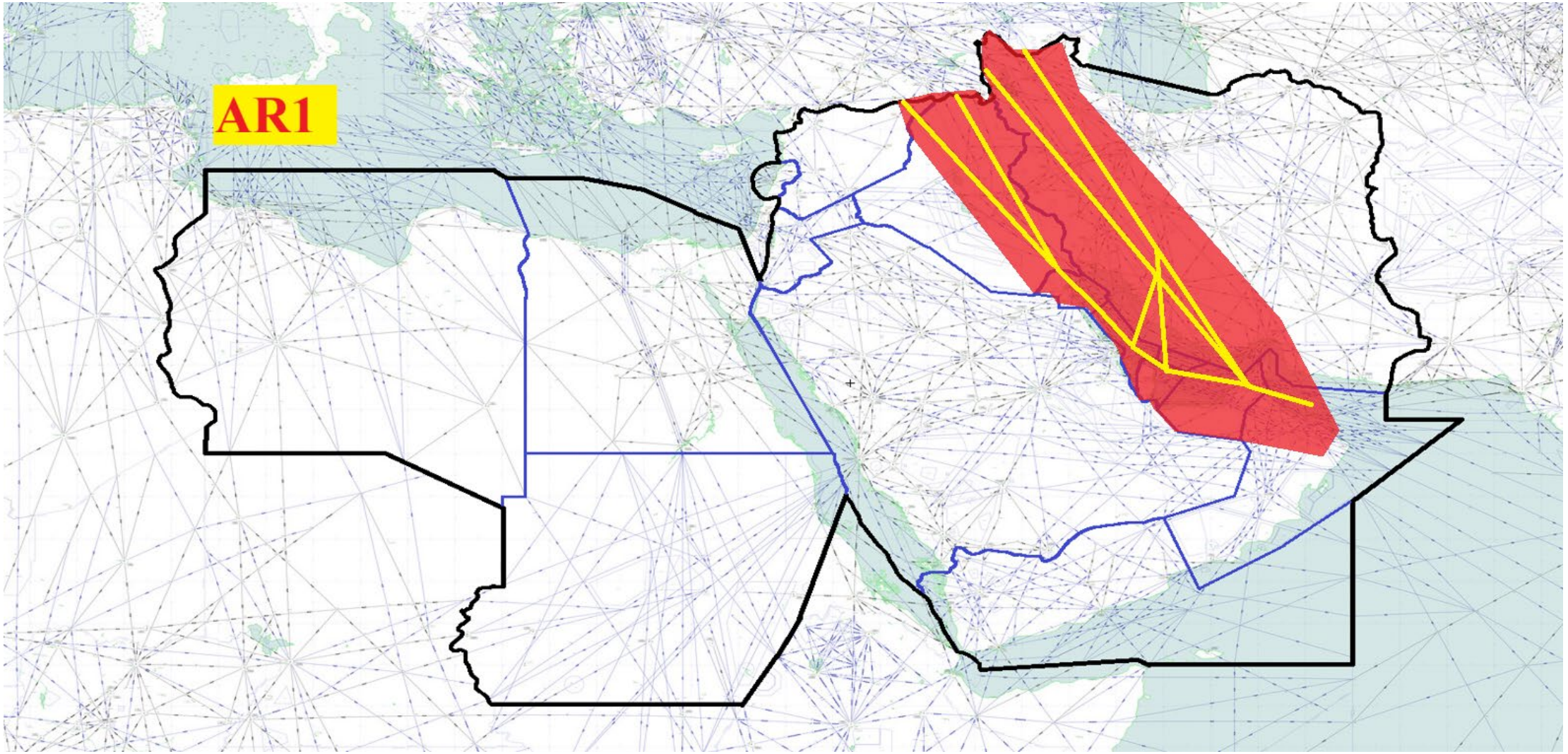
Area of routing (AR)	Homogeneous Areas and/or Traffic flows/ routing areas	FIRs involved	Type of area covered	Remarks
1	2	3	4	5
AR1	~~Asia and Europe, Asia and the Middle East, Europe and the Middle East, via the northern Arabian Peninsula and Eastern Mediterranean~~Gulf and Europe	~~Amman,~~Baghdad, Bahrain, ~~Beirut~~, Damascus, Doha, Emirates~~,~~ ~~Jeddah~~, Kuwait, Muscat, Tehran	Continental high density	Major departing and arriving Traffic Flow between Gulf and Europe Region~~Mainly intraregional and MID to/from ASIA and EUR. Some overflying EUR/ASIA traffic~~
AR2	Gulf and Central Asia, Gulf and North America and North of Euro	Bahrain, Doha, Emirates, Jeddah, Kuwait, Muscat, Tehran	Continental Medium to high density especially during Hajj.	Mainly departing and arriving traffic to/from Gulf and Central Asia as well as intraregional overflight to North of Europe and America
AR3	Gulf and South of Europe, East of Mediterranean seas and Europe, as well as Gulf and North Africa	Amman, Baghdad, Bahrain, Beirut, Cairo, Damascus, Doha, Emirates, Jeddah, Kuwait, Muscat, Tripoli	Continental high density especially during Hajj.	Mainly regional departure and arrival as well as continental overflight between South of Europe and Gulf. Moreover, during contingency and

Area of routing (AR)	Homogeneous Areas and/or Traffic flows/ routing areas	FIRs involved	Type of area covered	Remarks
				closure of AR1 & AR2, this AR works as an alternate
AR4	Gulf and East/Southeast Asia and beyond	Amman, Bahrain, Cairo, Doha, Emirates, Jeddah, Kuwait, Muscat, Tehran	Oceanic and Continental high density especially during Hajj.	Mainly regional departure and arrival as well as continental overflight between Gulf and East/Southeast Asia.
~~AR2~~AR5	Libya, Egypt, Sudan and ~~the southern Arabian Peninsula~~Gulf to/from Europe, Africa ~~,~~ and East/Southeast Asia ~~and North Africa~~	Bahrain, Cairo, Doha, Emirates, Jeddah, Khartoum, Muscat, Sana'a, Tripoli	~~Remote c~~Continental and oceanic low density ~~(but seasonally high density)~~to Medium density especially during Hajj	Major traffic flow mainly landing and departing the MID region. ~~Some~~ EUR/AFI traffic and North and East of Africa also using this airspace
~~AR3~~AR6	Asia and Europe~~, Asia and the Middle East, Europe and the Middle East, north of the Gulf~~	Emirates, Muscat, Teheran	Continental high density	Major traffic flow ASIA/EUR
~~AR4~~	~~Gulf, Asia (Indian subcontinent) to/from North of Europe~~	~~Baghdad, Bahrain, Emirates, Kuwait, Muscat~~	~~Continental high density~~	~~MID to/from Asia and EUR~~
~~AR5~~	~~Gulf Area to/from Eastern, Central and West Africa~~	~~Bahrain, Emirates, Jeddah, Khartoum, Muscat~~	~~Continental low density (Seasonal high density)~~	~~Traffic flow Intraregional. Seasonal pilgrim flights to/from, East, Central, and West AFI~~

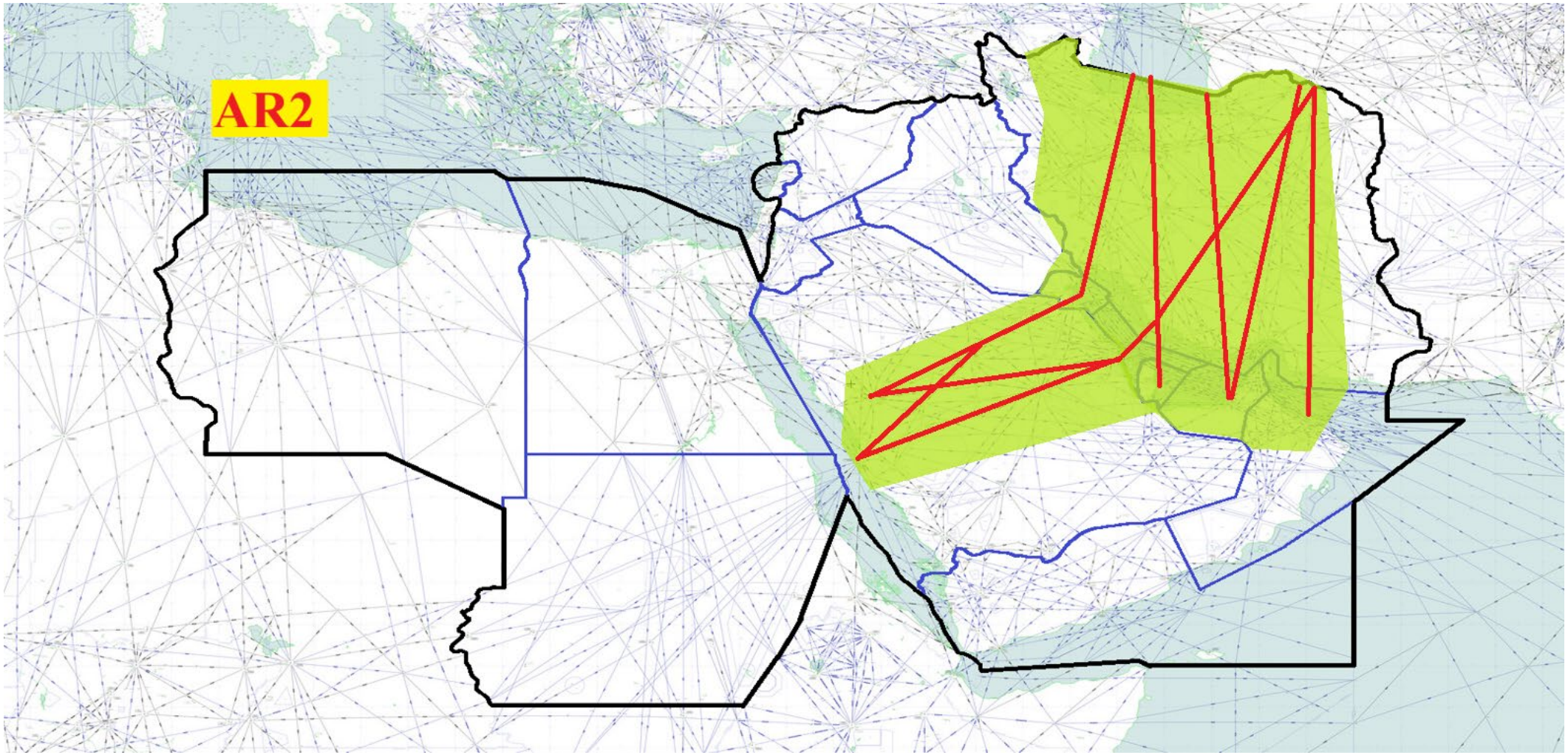
Homogeneous areas and major traffic flows in the MID Region

ATM SG11-WP7 - App B

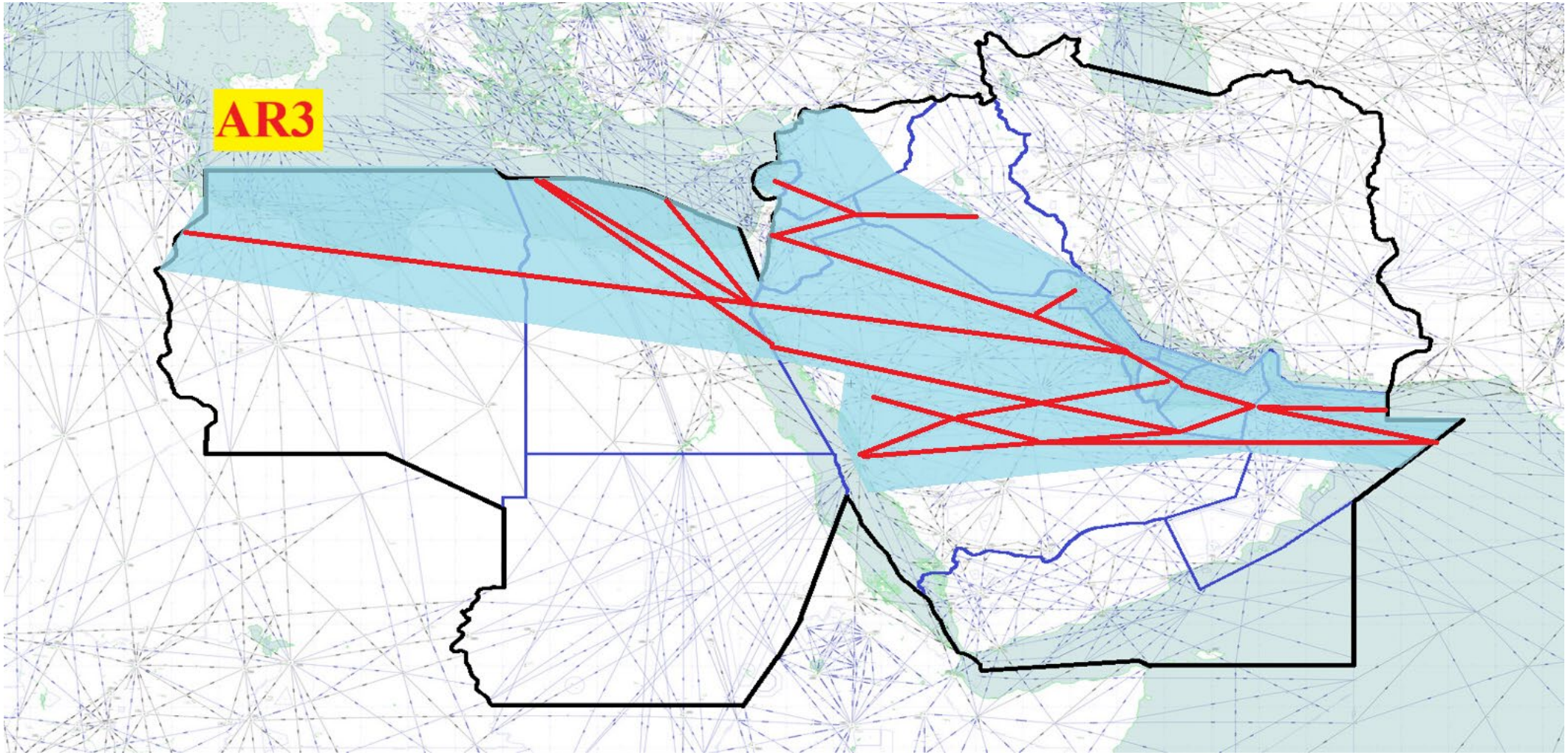
AR 1 - Gulf and Europe



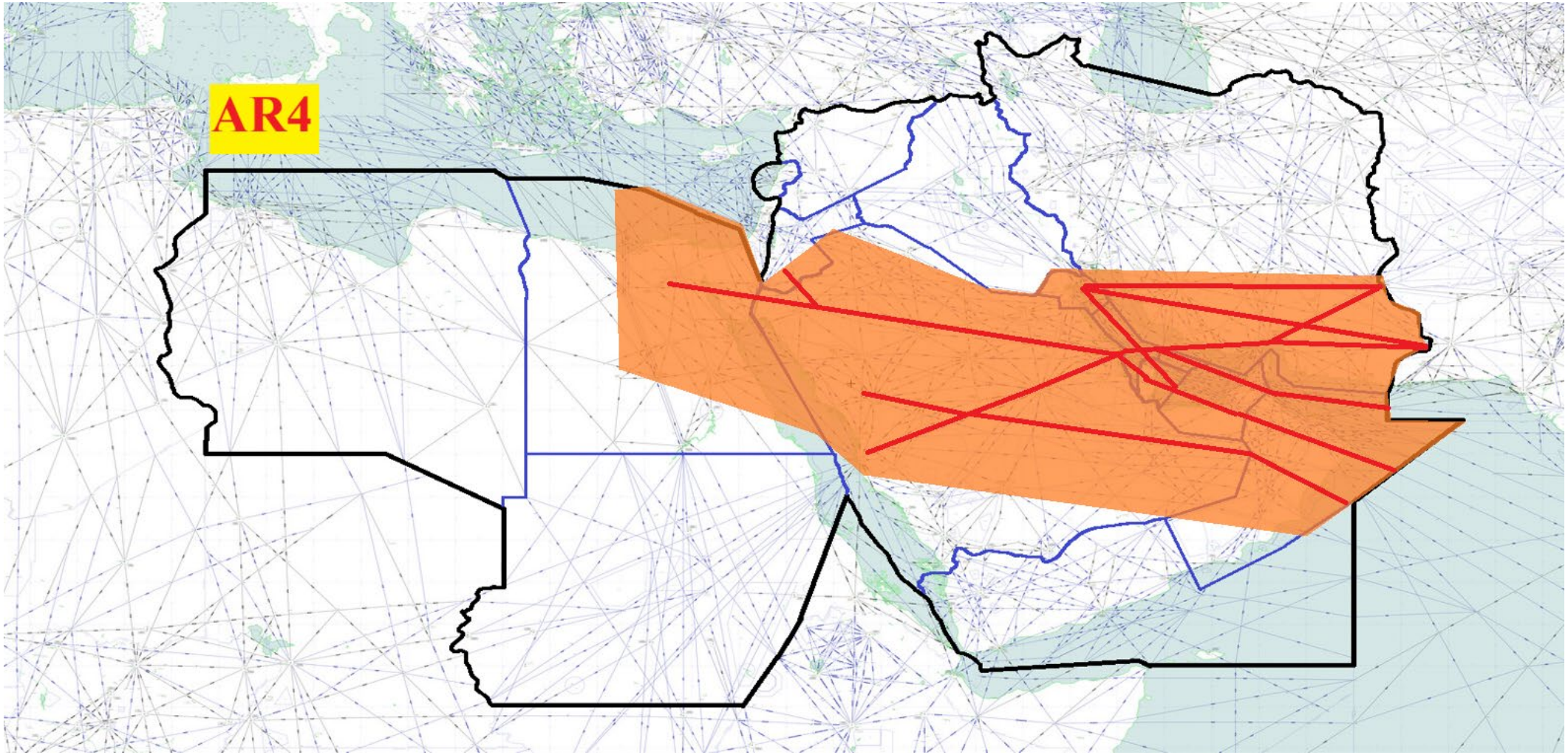
AR 2 - Gulf & Central Asia, Gulf & North America & North of Euro



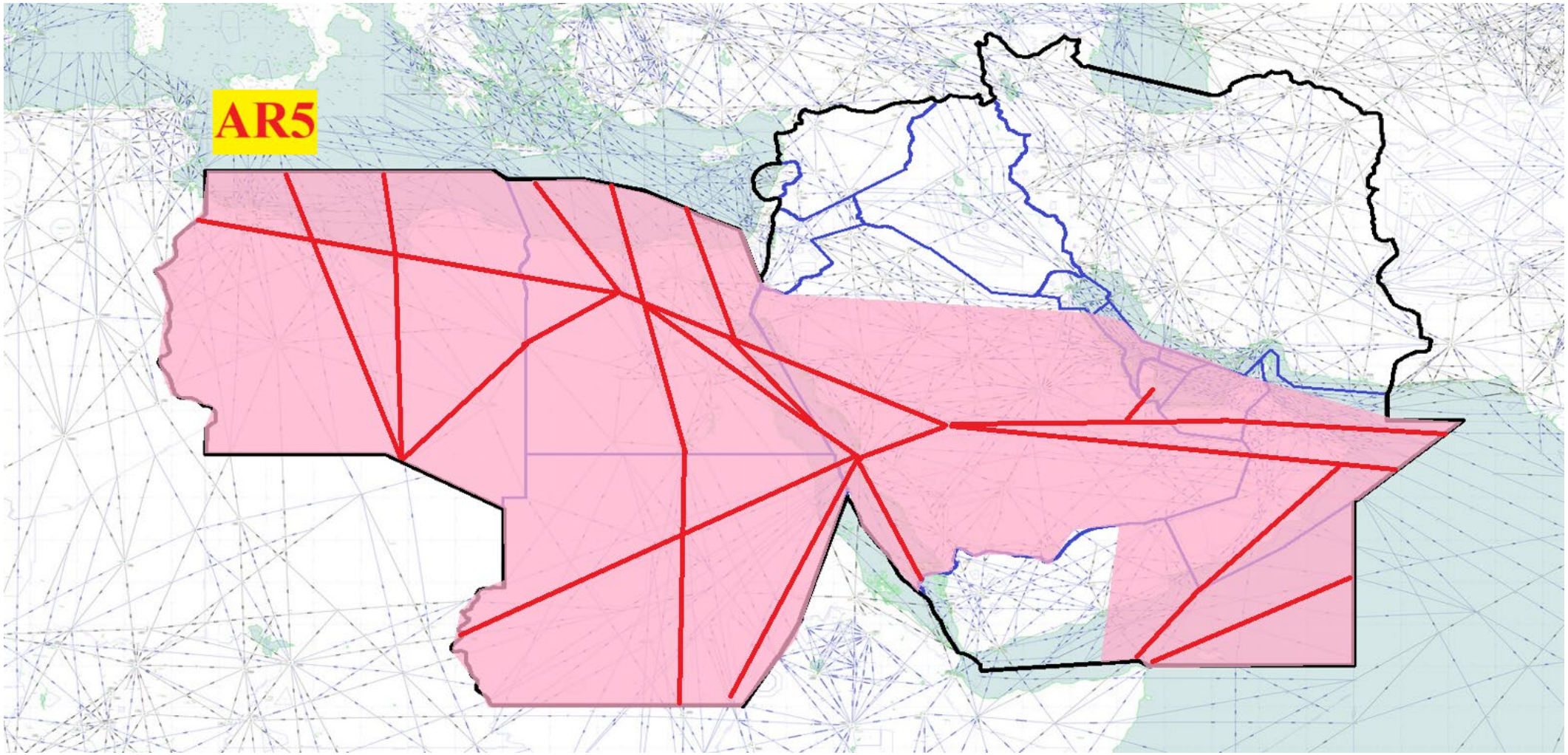
AR 3 - Gulf & South of Europe, East of Mediterranean seas and Europe & Gulf and North Africa



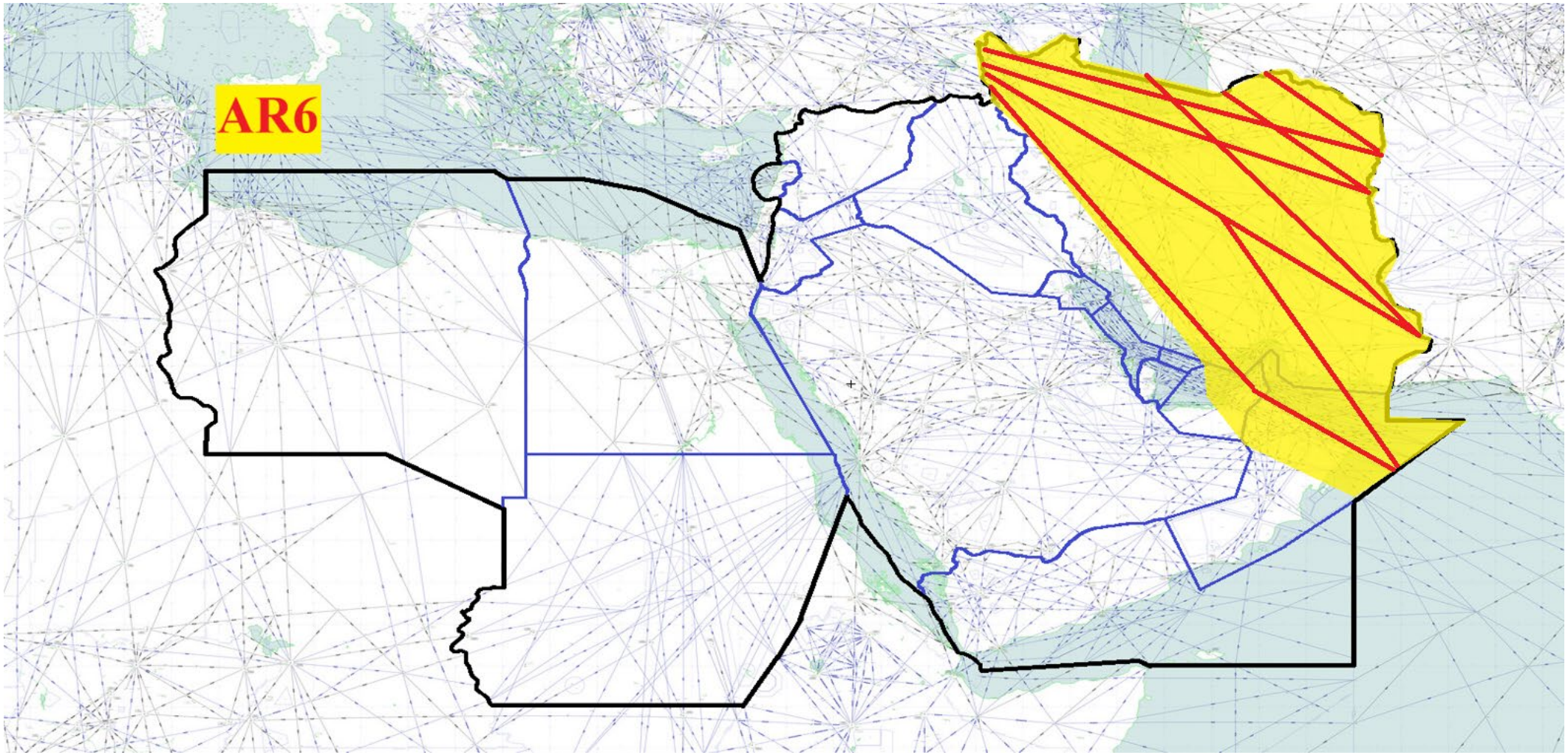
AR 4 - Gulf and East/Southeast Asia and beyond



AR 5 - Libya, Egypt, Sudan and Gulf to/from Europe, Africa and East/Southeast Asia



AR 6 - Asia and Europe



Thanks