



International Civil Aviation Organization

MIDANPIRG Airspace Management Working Group

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

Agenda Item 2: ASM Developments

**MID EANP, VOLUME II, PART I, TABLE GEN II- 1-HOMOGENEOUS AREAS
AND MAJOR TRAFFIC FLOWS IDENTIFIED IN THE REGION**

(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

- ATM SG/11 Meeting (Abu Dhabi, UAE, 19-23 October 2025)
- MID Air Navigation Plan, Volume II edition November 2023

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 note 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. As a result, the ATM SG/11 meeting assigned the ASM WG/3 the responsibility to review and complete the draft PfA in **Appendix A** for presentation at MIDANPIRG/23.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review and agree on draft Table GEN II-1 in **Appendix A**.

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	Gulf and Europe	Baghdad, Bahrain, , Damascus, Doha, Emirates , Kuwait, Muscat, Tehran	Continental high density	Major departing and arriving Traffic Flow between Gulf and Europe Region
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 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	Mainly regional departure and arrival as well as

Area of routing (AR)	Homogeneous Areas and/or Traffic flows/ routing areas	FIRs involved	Type of area covered	Remarks
			especially during Hajj.	continental overflight between Gulf and East/Southeast Asia.
AR5	Libya, Egypt, Sudan and Gulf to/from Europe, Africa and East/Southeast Asia	Bahrain, Cairo, Doha, Emirates, Jeddah, Khartoum, Muscat, Sana'a, Tripoli	Continental and oceanic low density to Medium density especially during Hajj	Major traffic flow mainly landing and departing the MID region. EUR/AFI traffic and North and East of Africa also using this airspace
AR6	Asia and Europe	Emirates, Muscat, Teheran	Continental high density	Major traffic flow ASIA/EUR