



International Civil Aviation Organization

MIDANPIRG Airspace Management Working Group

Fourth Meeting (ASM WG/4)  
(Virtual, 20 – 21 May 2026)

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**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**

- ASM WG/3 Meeting (Virtual, 21-22 January 2026)
- 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 Meeting.

## **3. ACTION BY THE MEETING**

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

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**PROPOSAL FOR AMENDMENT OF THE ICAO  
MID REGIONS AIR NAVIGATION PLAN, VOLUME II**

(Serial No.: MID-II-26/01-ATM)

a) **Plan:** Air Navigation Plan (ANP) - MID Regions, Volume II

b) **Proposed amendment:** **Part I-GEN – [TABLE GEN II-1] – HOMOGENEOUS ATM AREAS AND/OR MAJOR TRAFFIC FLOWS IDENTIFIED IN THE MID REGION**

*Amend MID Homogeneous ATM Area and/or Major Traffic Flow and Region(s) concerned as follows:*

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

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 and 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 closure of AR1 & AR2, this AR works as an alternate
AR4	Gulf and East/Southeast Asia and beyond	Amman, Bahrain, 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.
AR2AR5	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 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 use this airspace
AR3AR6	Asia and Europe, Asia and the Middle East, Europe and the Middle East, north of the Gulf	Emirates, Muscat and 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 Intra regional. Seasonal pilgrim flights to/from, East, Central, and West AFI

c) **Originated by:** MIDANPIRG/23 (Cairo, Egypt, 14-18 June 2026) through MIDANPIRG CONCLUSION --/--

d) **Originator's reasons for amendment:** This chart reflects the main traffic flows in the MID region for planning purposes. Since there are many hobs in the MID region which have and impact of main traffic flow in the region as well as establishment of Doha FIR and change the Khartoum FIR description, accordingly MIDANPIRG/23 agreed to update TABLE GEN II-1 as amended here.

e) **Intended date of implementation:** As soon as practicable after approval

- f) **Proposal circulated to the following States and International Organizations:**
- |                                |                           |                              |
|--------------------------------|---------------------------|------------------------------|
| Afghanistan                    | Iraq                      | South Sudan                  |
| Algeria                        | Iran, Islamic Republic of | Sudan                        |
| Armenia                        | Israel                    | Syrian Arab republic         |
| Azerbaijan                     | Jordan                    | Tunisia                      |
| Bahrain                        | Kenya                     | Türkiye                      |
| Egypt                          | Kuwait                    | Turkmenistan                 |
| Eritrea                        | Lebanon                   | United Arab Emirates         |
| Ethiopia                       | Libya                     | Uganda                       |
| Chad                           | Niger                     | Yemen                        |
| Congo (Republic of)            | Malta                     | International Organizations: |
| Congo (Democratic Republic of) | Oman                      | CANSO                        |
| Cyprus                         | Pakistan                  | EUROCONTROL                  |
| Djibouti                       | Qatar                     | IATA                         |
| Greece                         | Saudi Arabia              | IFALPA                       |
| India                          | Somalia                   | IFATCA                       |

- g) **Secretariat comments:** The task was initiated by the ATM SG/10 meeting (Jeddah, Saudi Arabia, 20 – 23 October 2024), finalized by the ATM SG/11 meeting (Abu Dhabi, UAE, 19 – 23 October 2025) and endorsed by the MIDANPIRG/23 meeting (Cairo, Egypt, 14-18 June 2026).

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