



International Civil Aviation Organization

MIDANPIRG Airspace Management Working Group

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

Agenda Item 2: ASM Developments

**PROPOSAL FOR AMENDMENT TO THE MID EANP VOLUME II, FICE B0/1 (AIDC/OLDI)
APPLICABILITY AREA**

(Presented by the Secretariat)

SUMMARY

This paper presents applicability area regarding implementation of AIDC/OLDI (FICE B/01) in the MID Region based on operational demand.

Action by the meeting is at paragraph 3.

REFERENCES

- ANSIG/3 Meeting (Cairo, Egypt, 2 - 4 July 2018)
- 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
- MID Air Navigation Strategy (ICAO MID Doc 002)
- MIDANPIRG/21 & RASG-MID/11 Meeting Report (Abu Dhabi, UAE, 4 - 8 March 2024)
- RANP/NANP TF/1 Meeting (Cairo, Egypt, 19 - 22 February 2024)

1. INTRODUCTION

1.1 The MIDRMA Board/14 meeting noted that most of the LHDs were related to coordination failures between adjacent ACCs. Accordingly, States were encouraged to implement AIDC/OLDI, which would significantly improve the coordination process and would reduce the amount of coordination failures, thus enhancing safety.

1.2 The MIDRMA Board/15 meeting noted with concern the high level of LHDs reports at the interface between Iraq and Kuwait as well as Muscat with Mumbai and Karachi. The meeting noted that a Safety Protocol has been opened for the case of Muscat/Mumbai and that the MIDRMA and ICAO MID Office are in close coordination with concerned States, MAAR and ICAO APAC Office to resolve the issue. The meeting agreed that a Special Coordination Meeting between Iran, India, Oman and Pakistan with the presence of MAAR, MIDRMA and ICAO APAC and MID Regional Offices, to be held, as soon as possible, to agree on clear action plan to mitigate the risk associated with the high level of coordination failures at the interfaces between the above-mentioned States.

1.3 The ATM SG/3 meeting encouraged States to use the guidance provided in the MID Doc 006 available on the ICAO MID Website. The meeting also encouraged States to conduct bilateral AIDC/OLDI Workshops, as per the guidance in MID Doc 006, in order to expedite the implementation, including the signature of revised LoA.

1.4 The ATM SG/4 meeting requested ICAO MID Office to circulate the AIDC/OLDI Questionnaire related to AIDC/OLDI to the ATM points of contact. The meeting also noted that the implementation of AIDC/OLDI would improve significantly the coordination process and would reduce the amount of coordination failures between ACCs, which has been identified as a major long-standing issue by the MIDRMA Board. Consequently, the implementation of AIDC/OLDI would enhance safety and reduce ATC workload. accordingly, the meeting discussed the Secretariat's proposal to mandate the implementation of AIDC/OLDI through the inclusion of the requirement in the MID ANP Volume II Part IV-ATM under Specific Regional Requirements, based on a phased approach taking into consideration the situation in some States (Applicability area should be defined).

1.5 Accordingly, the Third Meeting of the Air Navigation Systems Implementation Group (ANSIG/3) was agreed in applicability area.

1.6 The ATM SG/8 meeting noted the CNS SG/11 meeting (Muscat, Oman, 16-19 May 2022) outcomes related to AIDC/OLDI implementation and urged States to implement AIDC/OLDI as per the applicability area. The meeting also noted that implementation of AIDC/OLDI capability priority 1 is one of the requirements of the MID States in the MID ANP Volume II, therefor the States did not establish AIDC/OLDI connection should be subject to deficiency in MANDD.

1.7 The MIDANPIRG/20 meeting recalled that the MSG/6 meeting agreed, through Conclusion 6/16, to include a requirement for AIDC/OLDI implementation (priority 1 interconnections) in the MID eANP Volume II Part IV-ATM, under Specific Regional Requirements. It was highlighted that the lack of implementation of priority 1 interconnection will result additional ANS deficiency to the MID Air Navigation Deficiency Database (MANDD). Therefore, it was agreed that deficiencies related to the lack of implementation of Priority 1 AIDC/OLDI connections would be added by December 2023.

1.8 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.

1.9 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 the Secretariat proposal for indicators and metrics to determine the applicability area of FICE/01 (AIDC/OLDI). Based on that the ATM SG/10 meeting agreed the following criteria to identify MID Priority 1 AIDC/OLDI implementation:

- a) if the traffic exchange rate between two adjacent ACCs has exceeded 30 flights per hour; or
- b) if two consecutive FIRs implemented longitudinal separation 10 NM or less at common FIR boundary point(s); or
- c) if two adjacent FIRs implemented cross border Free Route Airspace (FRA); or

- d) if the number of LHD recorded by MIDRMA related to adjacent ACCs has exceeded 10 reports per month and it lasts for more than 6 months; or
- e) if traffic movement at the common FIR boundary significantly increased during contingency situations; or
- f) where decided by both concerned States.

2.2 Based on the above, the Secretariat has developed a draft Proposal for Amendment (PfA), provided in **Appendix A**, for review and finalization prior to its submission to MIDANPIRG/23.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review and agree on PfA related to AIDC/OLDI applicability area in **Appendix A**.



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

(Serial No.: MID-II-26/02-CNS/ATM)

- a) **Plan:** Air Navigation Plan (ANP) - MID Regions, Volume II
- b) **Proposed amendment:** **Part IV-ATM – [Table ATM II-MID-3] – MID REGION AIDC/OLDI APPLICABILITY AREA**

Amend MID Region AIDC/OLDI Applicability Area (Priority 1 for Implementation) as follows:

TABLE ATM II-MID-3 - MID REGION AIDC/OLDI APPLICABILITY AREA

ACC	Adjacent ACCs											
Amman	Baghdad (2)	Cairo (1)	Damascus (2)	Jeddah (1)	Riyadh (1)	Tel Aviv (2)						
Baghdad	Amman (2)	Ankara (1)	Damascus (2)	Jeddah (2)	Kuwait (1)	Riyadh (2)	Tehran (2)					
Bahrain	Doha (1)	Emirates (1)	Jeddah (1)	Kuwait (1)	Riyadh (1)	Tehran (1)						
Beirut	Damascus (2)	Tel Aviv (2)	Nicosia (2)									
Cairo	Amman (1)	Athens (1)	Jeddah (1)	Khartoum (2)	Nicosia (1)	Tel Aviv (2)	Tripoli (2)	Riyadh (2)				
Damascus	Amman (2)	Ankara (2)	Baghdad (2)	Beirut (2)	Nicosia (2)	Tel Aviv (2)						
Doha	Bahrain (1)	Emirates (1)	Jeddah (1)	Riyadh (1)	Tehran (1)							
Emiratis	Bahrain (1)	Doha (1)	Jeddah (1)	Muscat (1)	Riyadh (2)	Tehran (1)						
Jeddah	Amman (1)	Asmara (2)	Baghdad (2)	Bahrain (1)	Cairo (1)	Doha (1)	Emirates (1)	Khartoum (2)	Kuwait (1)	Muscat (1)	Riyadh (2)	Sana'a (2)
Riyadh	Amman (1)	Baghdad (2)	Bahrain (1)	Doha (1)	Emirates (2)	Kuwait (1)	Jeddah (2)	Muscat (2)	Sana'a (2)	Cairo (1)		
Khartoum	Addis (2)	Asmara (2)	Cairo (2)	Jeddah (2)	Juba (2)	N'Djamena (2)	Tripoli (2)					
Kuwait	Baghdad (1)	Bahrain (1)	Jeddah (1)	Riyadh (1)	Tehran (2)							
Muscat	Emirates (1)	Jeddah (1)	Karachi (1)	Mumbai (1)	Riyadh (2)	Sana'a (2)	Tehran (1)					
Sana'a	Addis Ababa (2)	Asmara (2)	Jeddah (2)	Mogadishu (2)	Mumbai (2)	Muscat (2)	Riyadh (2)					
Tehran	Ankara (1)	Ashgabat (2)	Baghdad (2)	Bahrain (1)	Baku (2)	Doha (1)	Emirates (1)	Kabul (2)	Karachi (1)	Kuwait (2)	Muscat (1)	Yerevan (2)
Tripoli	Algiers (2)	Athens (2)	Cairo (2)	Khartoum (2)	Malta (2)	N'Djamena (2)	Niamey (2)	Tunis (2)				

(1) = Priority 1 for implementation based on the following criteria)

(2) = Priority 2 for implementation based on the following criteria)

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

- d) **Originator's reasons for amendment:** The MIDANPIRG/23 Meeting (Cairo, Egypt, 14–18 June 2026) agreed, through Conclusion 23/--, that the implementation of AIDC/OLDI for Priority 1 interconnectivity—outlined in Table ATM II-MID-3 (MID Region AIDC/OLDI Applicability Area, Priority 1 and 2 for Implementation)—should be included as a requirement in the MID ANP Volume II, Part IV (ATM – Specific Regional Requirements).

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).

The inclusion of these new requirements in the MID ANP Volume II Part IV-ATM-Specific regional Requirements, will improve safety and efficiency of air navigation in the MID Region.

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