



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**REPORT OF THE FOURTH MEETING OF THE
AIRSPACE MANAGEMENT WORKING GROUP**

ASM WG/4

(Virtual, 20 – 21 May 2026)

The views expressed in this Report should be taken as those of the MIDANPIRG ATM Sub-Group and not of the Organization. This Report will, however, be submitted to the MIDANPIRG and any formal action taken will be published in due course as a Supplement to the Report.

Approved by the Meeting
and published by authority of the Secretary General

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontier or boundaries.

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PART I: HISTORY OF THE MEETING

PART I - HISTORY OF THE MEETING

1. PLACE AND DURATION

1.1 The Fourth Meeting of the Airspace Management Working Group (ASM WG/4) was held virtually on 20 and 21 May 2026, using MS Teams platform.

2. OPENING

2.1 The meeting was opened by Mr. Wael Ezzat Ammar, Vice CEO National Airspace Management Center (NASMC)-Egypt, the Vice Chairperson of the ASM Working Group. Mr. Ezzat thanked ICAO for organizing this important meeting. Also, he extended a warm welcome to all participants and wished them a successful meeting.

3. ATTENDANCE

3.1 The meeting was attended by a total of fifty (50) participants from thirteen (13) States (Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Oman, Qatar, Saudi Arabia, Somalia, Sudan, UAE and Yemen) and two (2) Organizations (EUROCONTROL and IATA). The list of participants is at **Attachment A**.

4. OFFICERS AND SECRETARIAT

4.1 Mr. Ahmad Kavehfirouz, Regional Officer, Air Traffic Management (RO/ATM) and Mr. Ahmad Amireh, Regional Officer, Air Traffic Management and Search and Rescue (RO/ATM/SAR) were the Secretaries of the meeting.

5. LANGUAGE

5.1 Discussions were conducted in English, and documentation was issued in English.

6. AGENDA

6.1 The following Agenda was adopted:

Agenda Item 1: Adoption of the Provisional Agenda

Agenda Item 2: ASM Developments:

- Follow up on the outcomes of the previous meetings
- Progress and update from States/Organizations
- Review and update the ASM Action Plan

Agenda Item 3: Future Work Programme

Agenda Item 4: Any other business

7. CONCLUSIONS AND DECISIONS – DEFINITION

7.1 The MIDANPIRG records its actions in the form of Conclusions and Decisions with the following significance:

- a) **Conclusions** deal with matters that, according to the Group's terms of reference, merit directly the attention of States, or on which further action will be initiated by the Secretary in accordance with established procedures; and

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- b) **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Sub-Groups.

PART II: REPORT ON AGENDA ITEMS

PART II: REPORT ON AGENDA ITEMS**REPORT ON AGENDA ITEM 1: PROVISIONAL AGENDA**

1.1 The subject was addressed in WP/1, presented by the Secretariat. The meeting reviewed and adopted the Agenda as at paragraph 6 of the History of the Meeting.

REPORT ON AGENDA ITEM 2: ASM DEVELOPMENTS***Follow-up on the Outcomes of the Previous Meetings***

- 2.1 The subject was addressed in WP/2, presented by the Secretariat.
- 2.2 The meeting noted the follow-up actions on the list of Conclusions and Decisions from MIDANPIRG/22, and the tasks emanating from the ATM SG/11 meeting at **Appendix 2A**.

Optimization of MID Region ATS Route Designator

- 2.3 The subject was addressed in WP/3, presented by the Secretariat.
- 2.4 The meeting noted the Traffic Data Sample (TDS) provided by the MID States to MIDRMA in 2025, along with the proposal on the optimization of MID Region ATS route designators developed by the Secretariat at **Appendix 2B**. The meeting agreed that the proposals require further review by the States concerned. Accordingly, States were requested to provide their feedback to the ICAO MID Office by **1 September 2026** for consolidation and presentation to the ASM WG/5 meeting for further consideration and decision.

ATS Route Designator Changes in accordance with MID ANP Volume II

- 2.5 The subject was addressed in WP/4, presented by the Secretariat.
- 2.6 The meeting noted with appreciation the actions taken by MID States to revise their national documents in line with the approved PfAs and to eliminate the prefix "U" associated with MID ANP Volume II, ATS Table. Furthermore, the meeting requested the remaining States to finalize their tasks and submit the necessary updates to ICAO MID before the ASM WG/5 meeting.

Project 30/10 Implementation of Reduced Longitudinal Separation in the MID Region

- 2.7 The subject was addressed in WP/5, presented by the Secretariat.
- 2.8 The meeting noted the current status of the longitudinal separation implemented between adjacent FIRs in the MID Region. Given that this data is dynamic, the meeting requested MID States to provide continuous updates to the ICAO MID Office in order to maintain an up-to-date dashboard.

Project 30/10 Roadmap

- 2.9 The subject was addressed in WP/6, presented by the Secretariat.
- 2.10 The meeting recalled MIDANPIRG Decision 22/10 regarding development of Project 30/10 roadmap. The meeting also noted the list of applicable separation related to implementation of this project in the MID region along with the draft roadmap outlined in **Appendix 2C**.
- 2.11 Based on the draft roadmap, particularly the "Priority 1 FIR boundary points", States are responsible for each boundary point, to coordinate with their adjacent FIRs in order to develop the required action plans for the implementation of Project 30/10. These action plans should be

comprehensive and include, inter alia, defined targets and identified solutions (covering quick wins, such as the implementation of alternative longitudinal separation minima as described in ICAO Doc 4444, ATS surveillance data sharing, and/or mid- to long-term measures, such as the procurement of ATS surveillance systems), as well as implementation timelines, safety assessments, training requirements, updating of the relevant Letters of Agreement (LoAs), etc.

2.12 The individual action plans should be shared with the ICAO MID Office for consolidation under the ICAO MID Region Project 30/10 roadmap and subsequent review by the ATM SG for further actions.

2.13 The meeting also tasked the Project 30/10 Action Group to include three additional appendices in the draft roadmap, providing *guidance material for the selection of appropriate separation minima as listed in ICAO Doc 4444, a template for safety assessment, and a template for the development of a harmonized action plan*. In addition, one attachment should be included reflecting *MID States' experience in ATS surveillance data sharing with adjacent FIRs*. These materials will be further discussed at the ASM WG/5 and ATM SG/12 meetings prior to presentation to the MIDANPIRG/24 meeting.

MID eANP, Volume II, Part I, Table GEN II- 1-Homogeneous Areas and Major Traffic Flows identified in the Region

2.14 The subject was addressed in WP/7, presented by the Secretariat.

2.15 The meeting reviewed and agreed on the Proposal for Amendment (PfA) at **Appendix 2D** related to the MID ANP, Volume II, Part I, Table GEN II-1 (Homogeneous areas and major traffic flows in the MID Region), for submission to MIDANPIRG/23 for further consideration and decision.

Proposal for Amendment to the MID eANP volume II, FICE B0/1 (AIDC/OLDI) applicability area

2.16 The subject was addressed in WP/8, presented by the Secretariat.

2.17 The meeting reviewed and agreed on the Proposal for Amendment (PfA) at **Appendix 2E** related to the MID Air Navigation Plan, Volume II, Table ATM II-MID-3, concerning the applicability of AIDC/OLDI Priority 1 in the MID Region, for submission to MIDANPIRG/23 for further consideration and decision.

FF-ICE Roadmap

2.18 The subject was addressed in WP/9, presented by the Secretariat.

2.19 The meeting noted that the Flight and Flow — Information for a Collaborative Environment (FF-ICE) is a transformative initiative designed to overcome the limitations of the current ICAO 2012 flight plan system (FPL 2012). FF-ICE is a key enabler of ICAO's Global Air Traffic Management Operational Concept (GATMOC), which aims to achieve an integrated, harmonized, and globally interoperable air traffic management system.

2.20 The meeting noted that, due to contingency situations in the MID Region, it was not possible to convene the FF-ICE Action Group meeting. Accordingly, the Secretariat, in line with the outcomes of the Air Navigation Report - 2025, conducted the necessary analysis and provided the regional status in terms of current capabilities and planning for FF-ICE implementation, as presented in **Appendix 2F**.

2.21 The meeting was informed that ATM SG/12 and AIM SG/13 are planned to be conducted jointly in November 2026, similar to the joint CNS/ATM workshop held in 2025. The outcomes of all related events will be presented to the FF-ICE Action Group to develop the required draft for the ASM WG/6 meeting, in order to reviewing and agreeing on the proposal prior to submission to the Chairpersons of the ATM, AIM, and CNS Sub-Groups for final review, before presentation to the MIDANPIRG/24 meeting.

Review and Update the ASM Action Plan

2.22 The subject was addressed in WP/10, presented by the Secretariat.

2.23 The meeting reviewed and updated the MID ASM Action Plan at **Appendix 2G**.

REPORT ON AGENDA ITEM 3: FUTURE WORK PROGRAMME***Terms of Reference and List of FPs and Date and Venue of the ASM WG/5 Meeting***

- 3.1 The subject was addressed in WP/11, presented by the Secretariat.
- 3.2 The meeting reviewed Airspace Management Working Group Terms of Reference, as at **Appendix 3A**.
- 3.3 The meeting reiterated the importance of designation of Focal Points to support the work of the ASM WG. The ASM WG List of Focal Points is at **Appendix 3B**.
- 3.4 The meeting agreed that, following the generous offer by Qatar to host the ATM SG/12 meeting in October 2026, the ASM WG/5 meeting will be conducted back-to-back with the ATM SG/12 meeting.
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REPORT ON AGENDA ITEM 4: ANY OTHER BUSINESS

4.1 Nothing has been discussed under this Agenda Item.

APPENDICES

FOLLOW-UP ON MIDANPIRG/21 & 22 CONCLUSIONS & DECISIONS

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
C.21/5	OPTIMIZATION OF MID REGION ATS ROUTE DESIGNATOR <i>That, the ICAO MID Office:</i> a) <i>based on Traffic Data Sample (TDS) identify the main flows of the region to maintain their ATS route designators as much as possible through various consecutive FIRs and regions with coordination of relevant States and ICAO Regional Offices; and</i> b) <i>process required Proposal for Amendment (PfA) to the MID eANP Vol II, Table ATM II-MID-I</i>	Harmonize the use of ATS Route designators	PfA for revised ANP Vol II table ATM II-MID-1	MID States	2024	On going (WP/3 refer)
D.22/10	PROJECT 30/10 ROADMAP <i>That, the ATM SG develop roadmap for the implementation of Project 30/10 in the MID Region, including the inter-regional aspects.</i>	Optimize the Longitudinal separation between FIRs	Project 30/10 implementation roadmap	MID States	2026	On going (WP/6 refer)
C.22/11	IMPLEMENTATION OF REDUCED LONGITUDINAL SEPARATION IN THE MID REGION <i>That,</i> a) <i>States, that have not yet done so:</i> i. <i>be urged to implement reduction of longitudinal separation where appropriate:</i> - <i>reduce longitudinal separation down to 10 NM; where ATS surveillance service provided; and</i> - <i>reduce longitudinal separation down to 30 NM, where no ATS surveillance service provided.</i> ii. <i>be invited to agree with their adjacent FIRs/States on the date of implementation and updating of the LoAs.</i>	Optimize the Longitudinal separation between FIRs	Revised LoA	MID States	2026	On going (WP/5 refer)

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
	<i>b) the ATM SG monitors the progress of implementation and undertakes necessary measures to promote its advancement.</i>					
D.22/12	AIRSPACE MANAGEMENT WORKING GROUP (ASM WG) TERMS OF REFERENCE <i>That, the Terms of Reference of the Airspace Management Working Group, at Appendix 5H, is endorsed.</i>	Required to identify the Working Group scope of activities	Terms of Reference	ASM WG	2025	Completed
C.22/13	FREE ROUTE IMPLEMENTATION GUIDANCE MATERIAL <i>That, the Guidance material for Free Route implementation at Appendix 5I, is endorsed.</i>	To support MID States for implementation of FRA	Guidance material for development of FRA	MID States	2025	Completed

FOLLOW-UP ON ATM SG/11 DRAFT CONCLUSIONS & DECISIONS

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
DC.11/2	PROPOSAL FOR AMENDMENT TO THE MID eANP VOLUME II, PART I, TABLE GEN II-1 <i>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).</i>	Keep update related table in MID ANP Volume II	Draft PfA	ASM WG	2026	On going (WP/7 refer)
DC.11/3	PROPOSAL FOR AMENDMENT TO THE MID eANP VOLUME II, FF-ICE B0/1 (AIDC/OLDI) APPLICABILITY AREA <i>That, the ICAO MID Office follows the process of the required</i>	Keep update related table in MID ANP Volume II based on operational needs	Draft PfA	ASM WG	2026	On going (WP/8 refer)

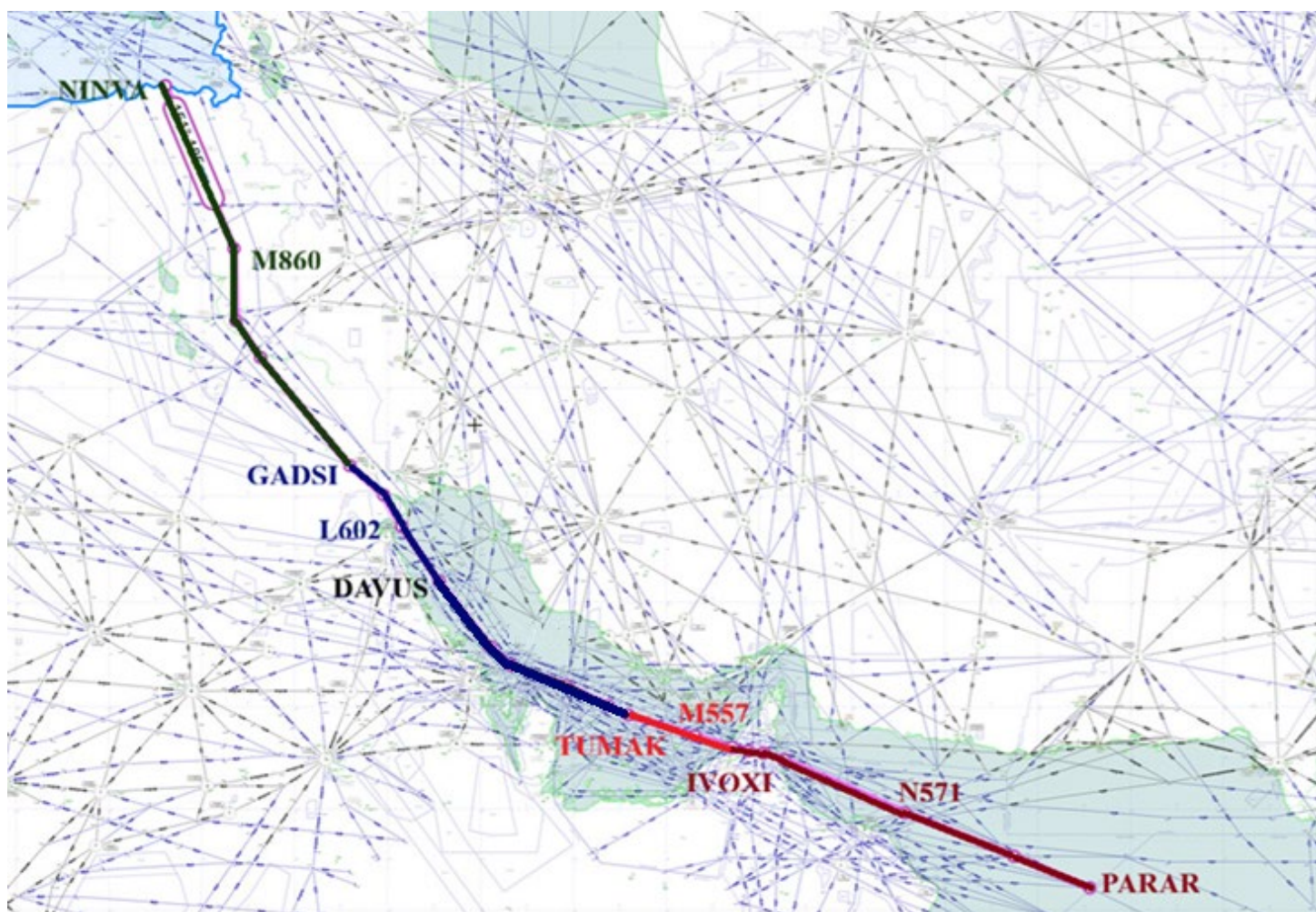
2A-3

No.	CONCLUSIONS AND DECISIONS	CONCERNS/ CHALLENGES (RATIONALE)	DELIVERABLE/ TO BE INITIATED BY		TARGET DATE	STATUS/REMARKS
	Proposal for Amendment (PfA) to revise AIDC/OLDI applicability area priority 1 in ANP Volume II.					
DC.11/4	IMPLEMENTATION OF REDUCED LONGITUDINAL SEPARATION IN THE MID REGION <i>That,</i> <i>a) States, that have not yet done so:</i> <i>i. be urged to implement reduction of longitudinal separation where appropriate:</i> <i>- reduce longitudinal separation down to 10 NM; where ATS surveillance service is provided, and</i> <i>- reduce longitudinal separation minimum subject to PANS ATM Chapter 5, 5.4.2.2, 5.4.2.3, 5.4.2.4, 5.4.2.6 & 5.4.2.9; where ATS surveillance service is not provided, and</i> <i>ii. be invited to agree with their adjacent FIRs/States on the date of implementation and updating of the LoAs.</i> <i>b) the ASM Working Group to:</i> <i>i. monitor the progress of implementation and undertakes necessary</i> <i>i. monitor the progress of implementation and undertakes necessary measures to promote its advancement.</i> <i>ii. develop a guidance material to implement the different method of separation mentioned in PANS ATM Chapter 5, 5.4.2.2, 5.4.2.3, 5.4.2.4, 5.4.2.6 & 5.4.2.9.</i>	Optimize the Longitudinal separation between FIRs	Revised LoA	MID States		On going (WP/5 refer)

- 1- PARAR (Muscat/Mumbai) - N571 – MENSA (Muscat/UAE) – N571 - IVOXI (UAE) – M557 – TUMAK (UAE/Bahrain/Doha) - N702 – DAVUS (Bahrain/Kuwait) – L602 – TASMI (Kuwait/Baghdad) – L602 – GADSI – M860 – NINVA.

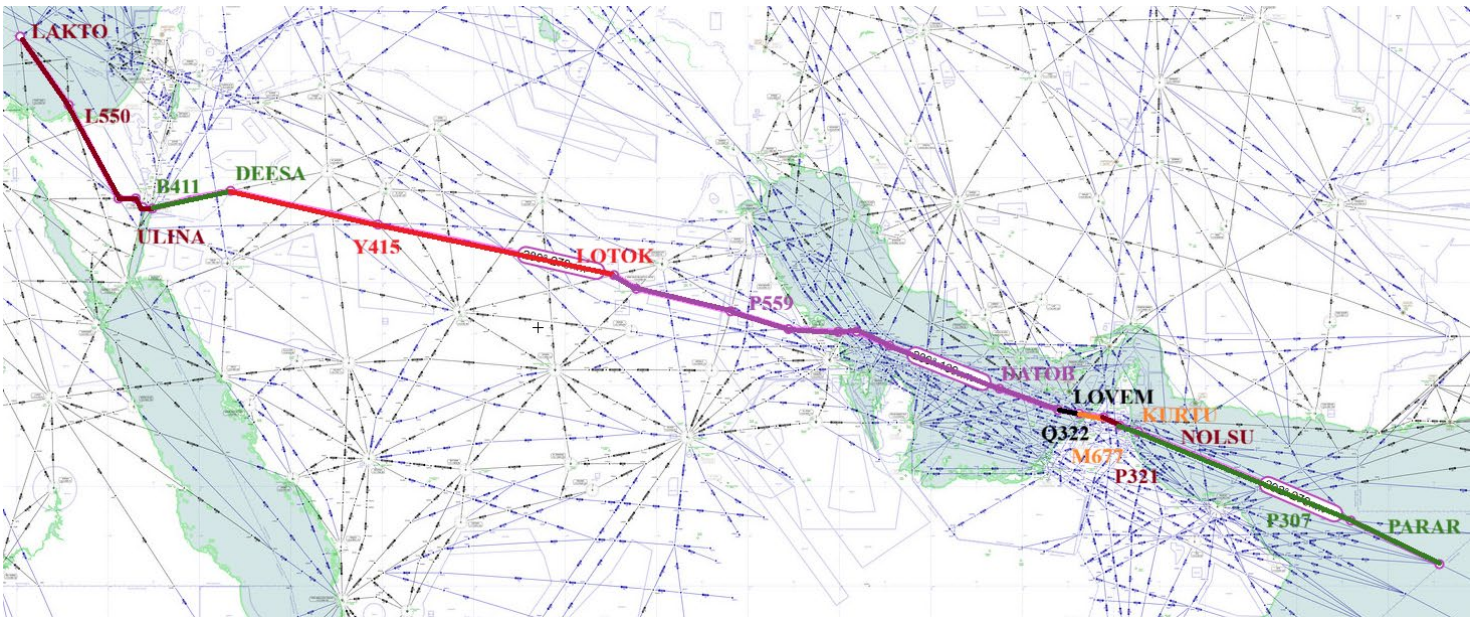
Route designator was changed 4 times.

Note: L602 and M860 do not belong to MID, proposing to change designator to M557



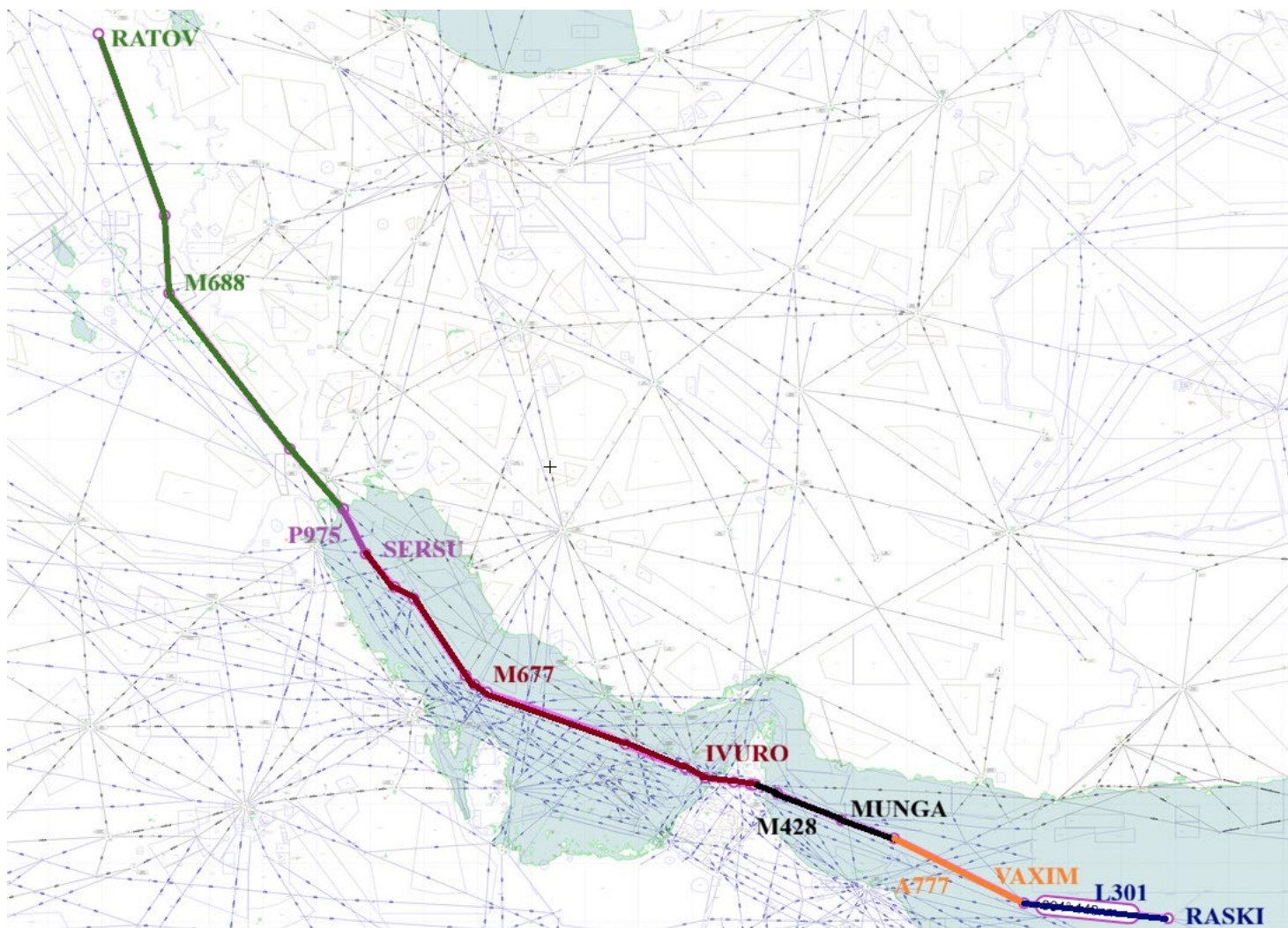
- 2- LAKTO (Cairo/Nicosia) – L550 – ULINA (Cairo/Amman) – B411 – DEESA (Amman/Jeddah) – Y415 – LOTOK (Jeddah) – P559 – DATOB (UAE) – Q322 LOVEM (UAE) – M677 – KURTU (UAE) – P321 – NOLSU (UAE) – P307 – PARAR (Muscat/Mumbai)

Route designator was changed 8 times.



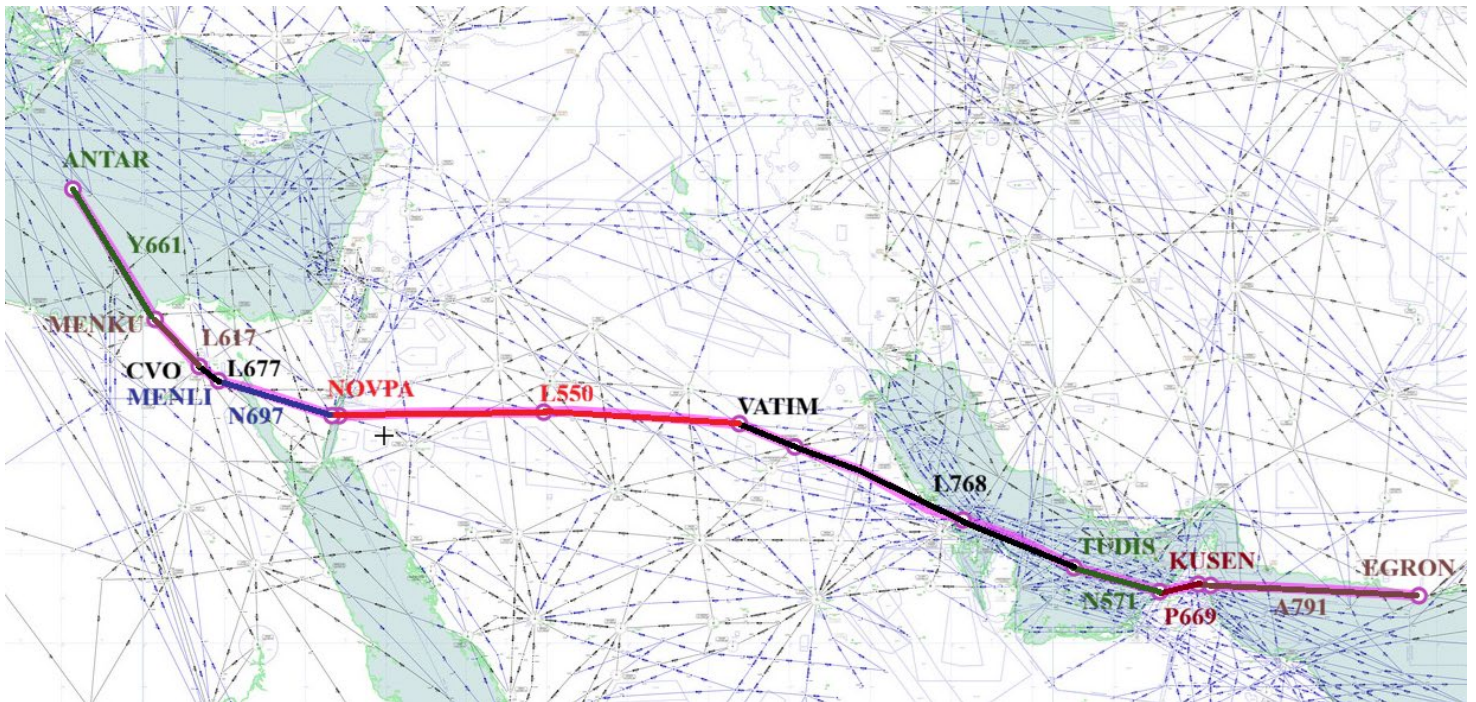
- 3- RATOV (Ankara/Baghdad) - M688 – SIDAD (Baghdad/Kuwait) – P975 – SERSU (Kuwait)
– M677 – IVURO (UAE) – M428 – MUNGA (Muscat) – A777 – VAXIM (Muscat) – L301 –
RASKI (Muscat/Mumbai).

Route designator was changed 6 times.



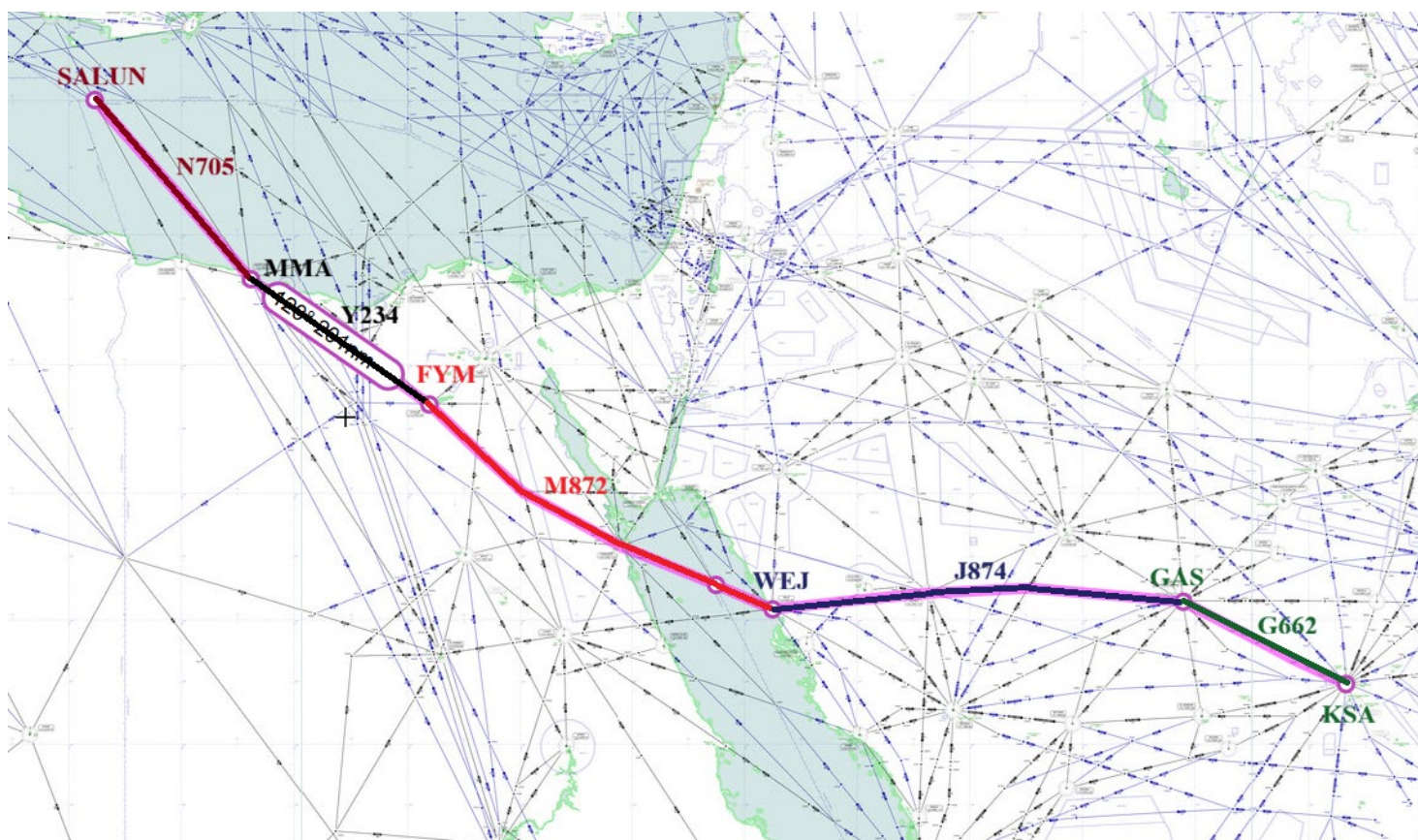
- 4- EGRON (Karachi/Tehran) - A791 – KUSEN (Muscat/UAE) – P669 – TUDIS (UAE) -N571 – ALPOB (UAE/Bahrain/Doha) L768 - VATIM (Jeddah) - L550 - NOVPA (Cairo) - N697 – MENLI (Cairo) - L677 - CVO (Cairo) - L617 - MENKU (Cairo) - Y661 – ANTAR (Cairo/Athens).

Route designator was changed 9 times.



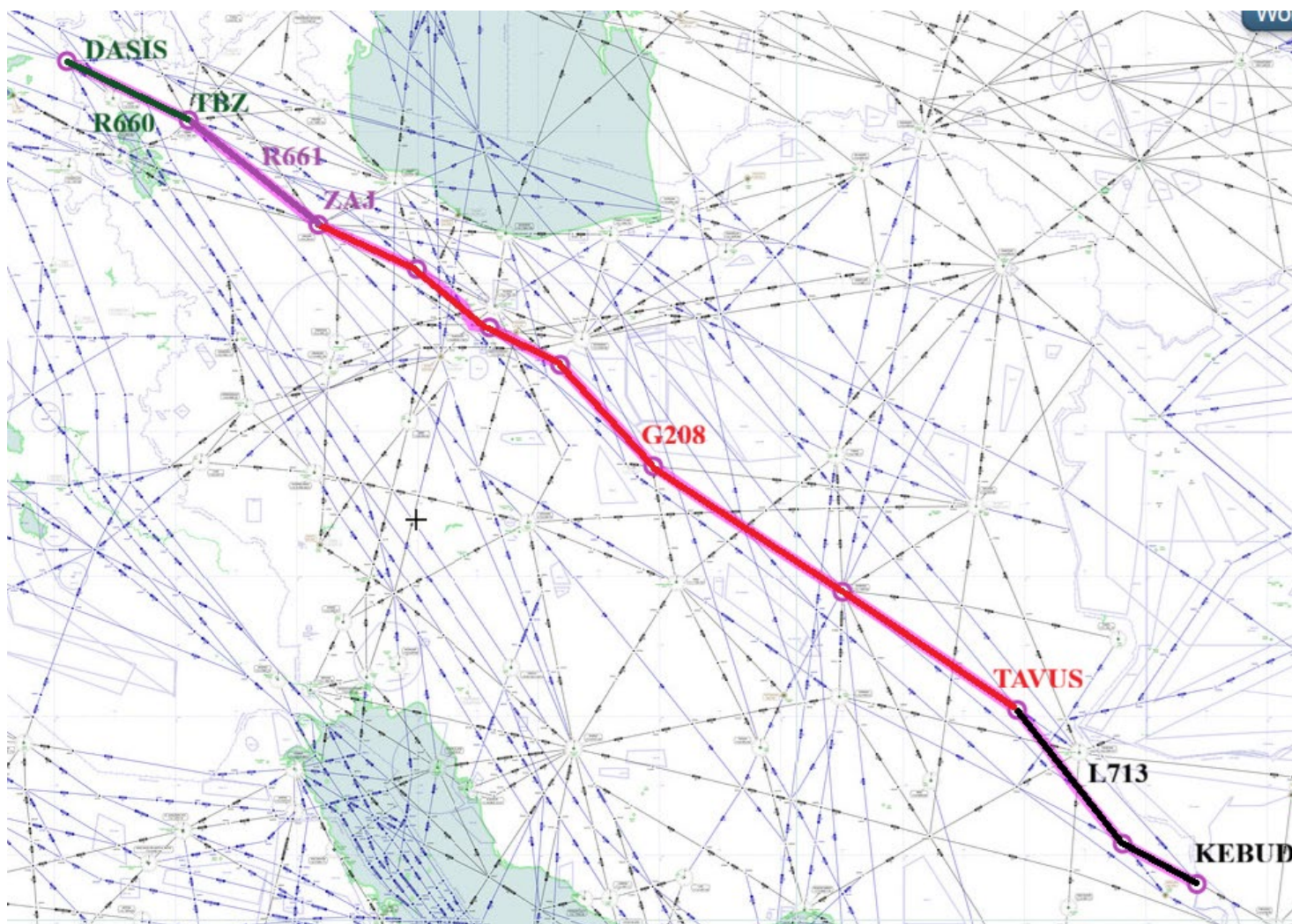
- 5- SALUN (Athens/Cairo) - N705 - MMA (Cairo) - Y234 - FYM (Cairo) - M872 - WEJ (Jeddah) - J874 - GAS (Jeddah) - G662 - KSA (Jeddah).

Route designator was changed 5 times.



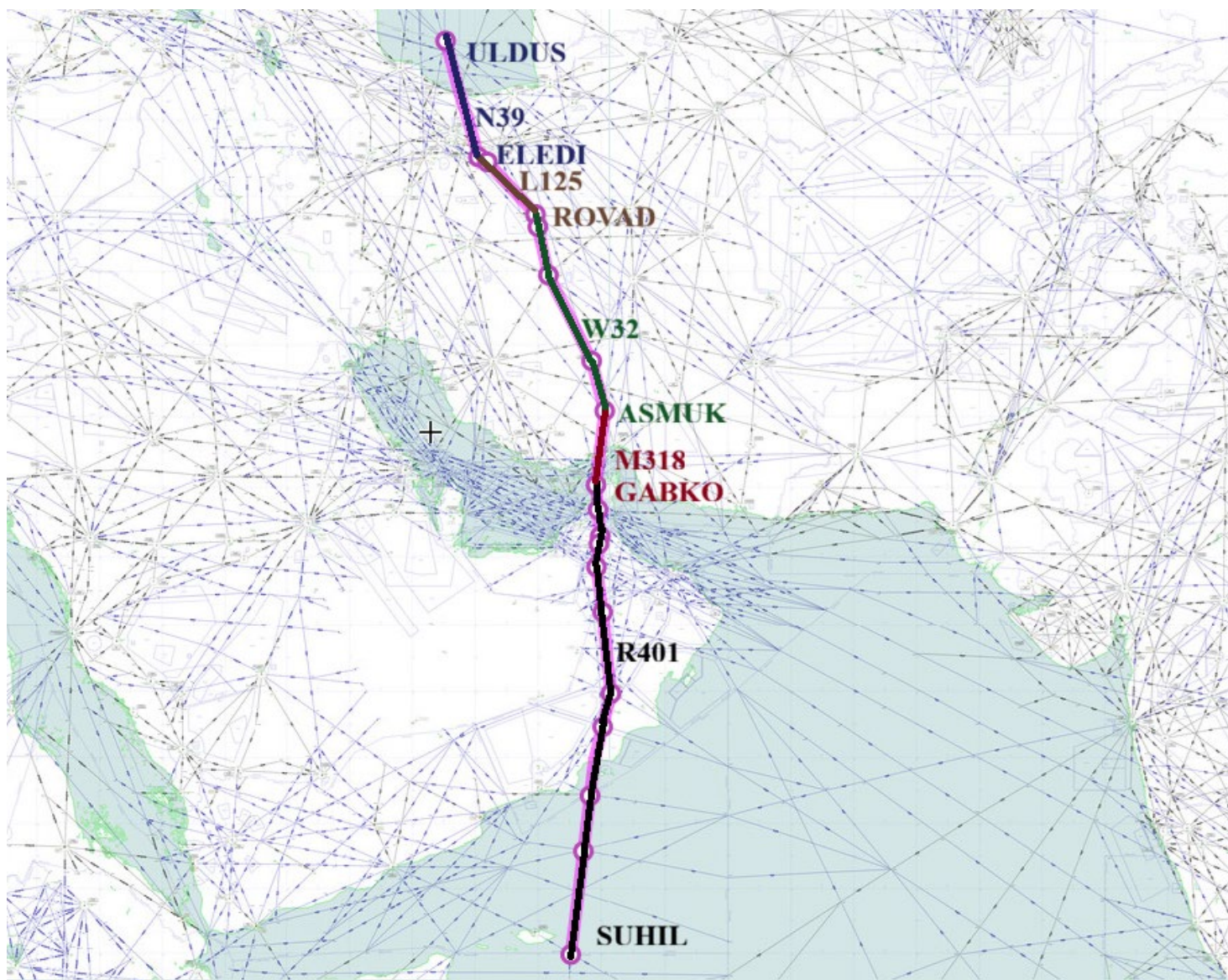
- 6- KEBUD (Karachi/Tehran) - L713 - TOVUS (Tehran) - G208 - ZAJ (Tehran) - R661 - TBZ (Tehran) - R660 DASIS (Tehran/Ankara).

Route designator was changed 4 times.



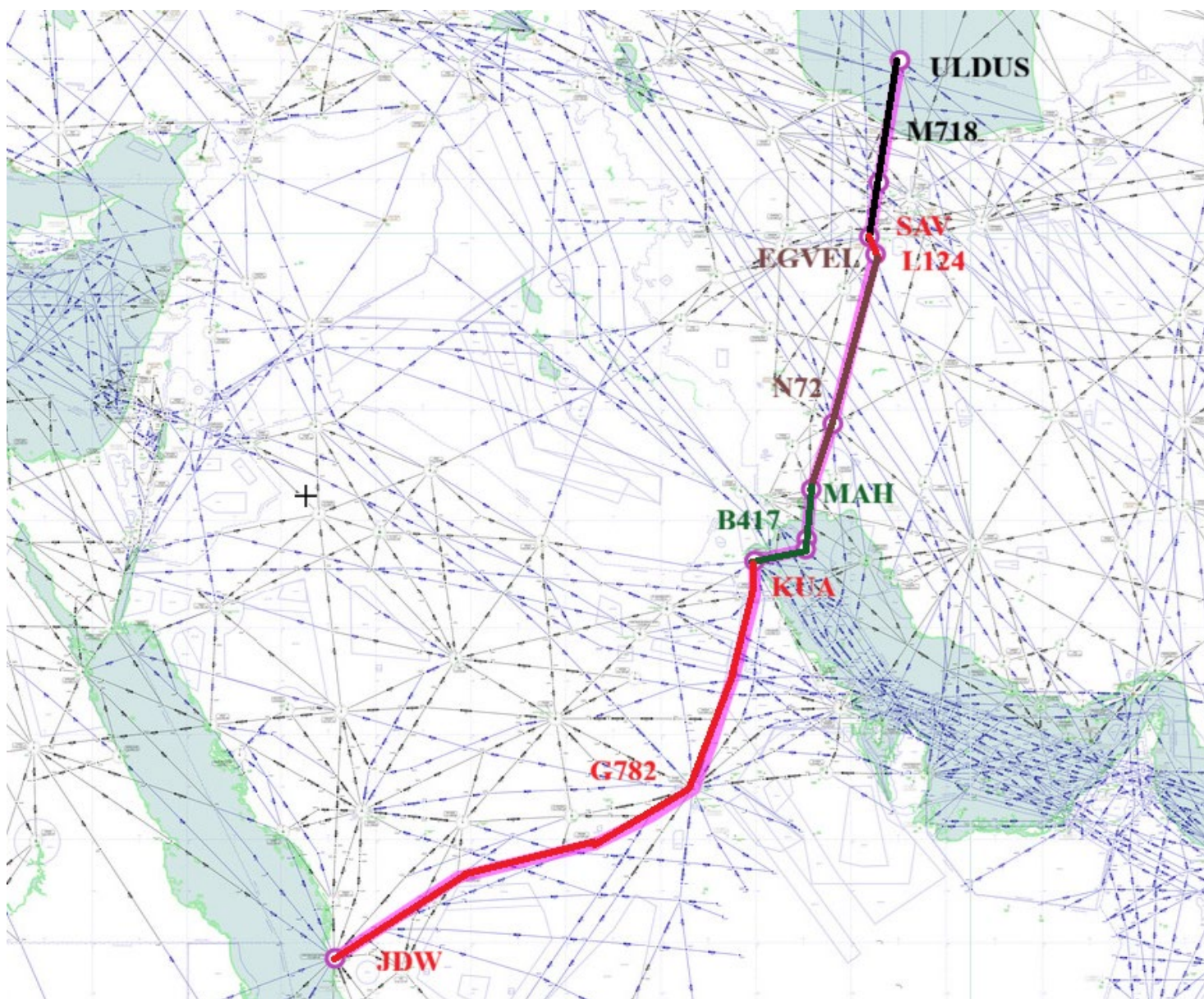
- 7- SUHIL (Mogadishu/Sana'a) - R401 - GABKO (UAE/Tehran) – M318 – ASMUK (Tehran) – W32 – ROVAD (Tehran) – L125 – ELEDI (Tehran) – N39 – ULDUS (Tehran/Baku).

Route designator was changed 5 times.



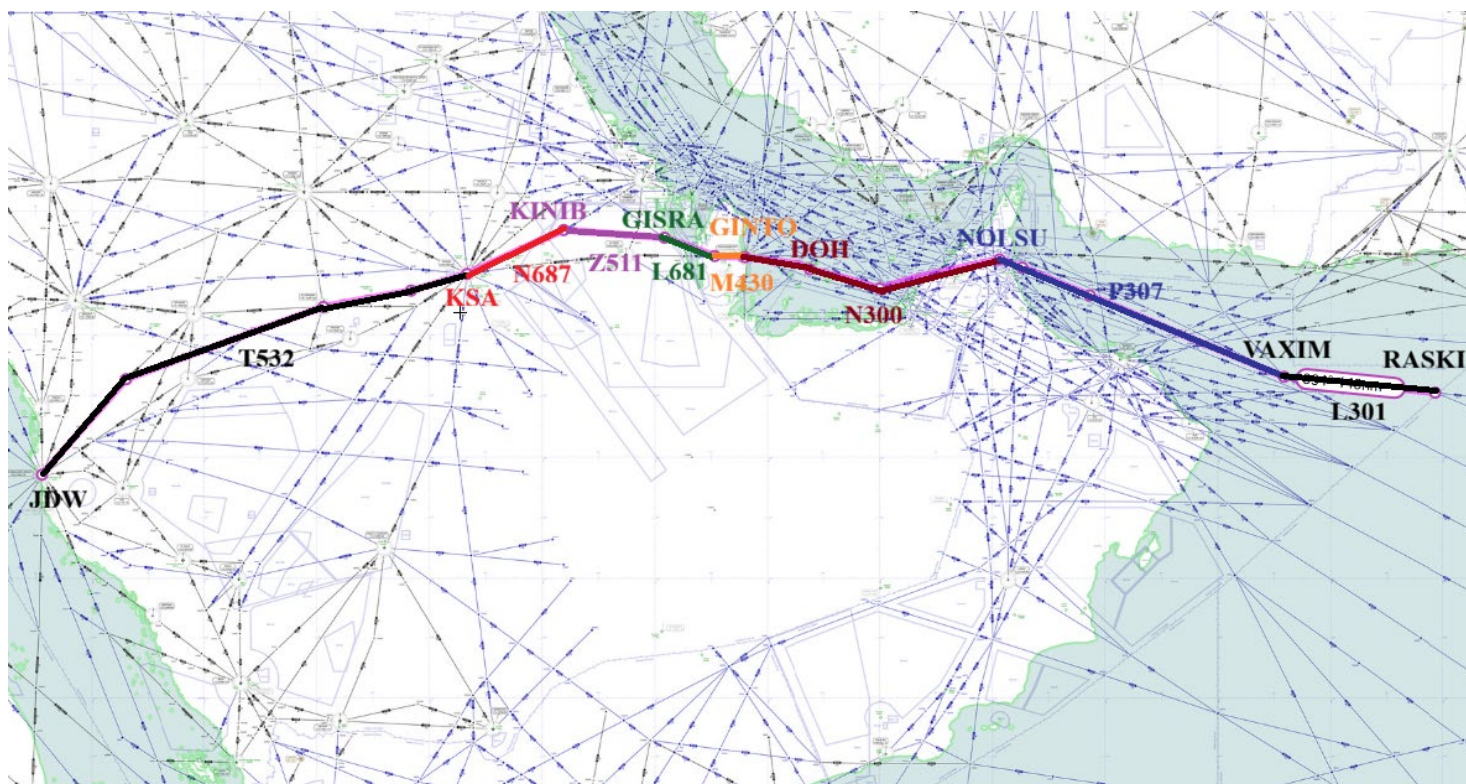
- 8- ULDUS (Baku/Tehran) - M718 - SAV (Tehran) - L124 - EGVEL (Tehran) - N72 - MAH (Tehran) - B417 - KUA (Kuwait) - G782 - JDW (Jeddah).

Route designator was changed 5 times.



- 9- JDW (Jeddah) - T532 - KSA (Jeddah) - N687 - KINIB (Jeddah) - Z511 – GISRA (Jeddah) - L681 – GINTO (Doha) – M430 – DOH (Doha) - N300 – NOLSU (UAE) - P307 – VAXIM (Muscat) – L301 – RASKI (Muscat/Mumbai).

Route designator was changed 8 times.



APPENDIX 2C

Project 30/10 Roadmap

Main action	Sub action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
Collection of data and Gap analysis	1.1	Develop template to collect data and information from States based on LoAs		Template for collection of data	ICAO MID	MIDANPIRG Conclusion 22/10	Completed Appendix A
	1.2	Follow up with States to submit required data and share with MID office		State Letter to MID States	ICAO MID		Completed
	1.3	Consolidate States input and conduct Gap analysis		Draft Gap Analysis	MID States and ICAO MID		Completed
	1.4	Prepare and present Gap analysis report to ATM SG for decision		Gap Analysis report	ICAO MID		Ongoing
Prioritization of the project	2.1	Develop draft priority criteria		Draft list of priority criteria	ICAO MID	MIDANPIRG Conclusion 22/10	Completed Appendix B
	2.2	Review and approve priority criteria		list of priority criteria	ATM SG		Ongoing
	2.3	Prioritize common FIR boundary points based on approved criteria in two phases		list of priority common FIR boundary points in two phases	ATM SG		Ongoing Appendix C
Development of Action plan	3.1	Develop comprehensive list of actions for each common FIR boundary point to identify requirements related to performance improvement area, target, timeline, safety assessment, training, amendment of Letter of Agreement, set effective date etc.		list of detailed actions for each common FIR boundary point	Concern States for each FIR boundary point. ICAO MID to facilitate coordination between States as well as adjacent region(s), if requested	MIDANPIRG Conclusion 22/10 MIDANPIRG Conclusion 22/11	Guideline Appendix D

Main action	Sub action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
	3.2	Consolidate actions provided by States in coordinated manner to develop Draft Action Plan		Draft Action Plan	States and ICAO MID	MIDANPIRG Conclusion 22/10	
	3.3	Review Draft Action Plan by ATM SG		Mature Draft Action plan	ATM SG	MIDANPIRG Conclusion 22/10	
	3.4	Present Mature Draft Action Plan to MIDANPIRG for review and endorsement		Approved Project Action Plan	MIDANPIRG	MIDANPIRG Conclusion 22/10	
Implementation of Phase One	4.1	Based on Action Plan, focus on priority 1 common FIR boundary points for implementation of required actions and provide periodic feedback and progress report to ICAO MID		Progress report by States	MID States	Action Plan	
	4.2	Based on the feedback and request from States, provide required technical assistance and support.		ICAO Implementation Support initiative(s)	ICAO MID	Action Plan	
	4.3	Provide consolidated report as well as operational impact analysis to ATM SG and MIDANPIRG until successful implementation of Phase One.		Consolidated progress report with impact analysis	ICAO MID	Action Plan	
Implementation of Phase Two	5.1	Based on action plan , focus on priority 2 common FIR boundary points for implementation of required actions and provide periodic feedback and progress report to ICAO MID		Progress report by States	MID States	Action Plan	
	5.2	Based on the feedback and request from States, provide required technical assistance and support.		ICAO Implementation Support initiative(s)	ICAO MID	Action Plan	

Main action	Sub action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
	5.3	Provide consolidated report as well as operational impact analysis to ATM SG and MIDANPIRG until successful implementation of Phase Two.		Consolidated progress report with impact analysis	ICAO MID	Action Plan	

ASM WG/4-REPORT
APPENDIX 2C

2C-4

Appendix A

Data collection

[illegible][illegible]

	Oman	India					Iran					Pakistan				Saudi Arabia					UAE												Yemen										
		RASKI	PARAR	TOTOT	REKOD	LOTAT	KITAL	DENDA	IMLOT	MESPO	ULDUN	NIVA	AEPELO	TAPDO	ALPOR	MIDGU	TOKRA	DAPOL	SITOL	IMDAM	GOBRO	LALDO	GOMTA	TONVO	MENSA	PASOV	SOLID	TAPRA	TARDI	MUSAP	ITRAX	LABRI	RETAS	SODEX	MEMTU	LUDID	KIVEL	IMKAD	KAPET	PUTIRA	SABEL	KUTVI	BOVOS
Separation		20	50	50	50	50	50	50	50	20	20	40	40	40	20	20	20	20	20	20	20	5	8	5	5	8	5	8	5	8	5	8	5	8	5	8	80	80	80	80	80	50	50
Direction		2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2
From												OMN	OMN	PAK	OMN	KSA	OMN	KSA	OMN	KSA		UAE	UAE	OMN	OMN	OMN	OMN	OMN	OMN	OMN	OMN	OMN	OMN	OMN	OMN	OMN							
No Traffic per day		289	175	146	94	97	61	16	10	43	1	1	234	62	54	436	30	250	5	2	12	81	105	72	138	118	10	30	44	47	11	152	186	6	41	42	11	46	8	1	1	5	11

	UAE	Iran					Oman												Qatar										Saudi Arabia				Bahrain								
		GABKO	PATAT	ORSAR	SIR	DAPER	LALDO	GOMTA	TOINVO	MENSA	PASOV	SOLLUD	TAPRA	TARDI	MUSAP	ITRAX	LABRI	RETAS	SODEX	MEMTU	LUDID	BUNDU	KUPRO	TOSNA	OVONA	TOVOX	ALPOB	TUMAK	ORMID	ASTOG	NALPO	OBNET	MUJIT	TANSU	RIBOT	PEKEM	TUMAK	ALPOB	NALPO	OBNET	
	Separation	20	20	10	20	20	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	20	20	20	20	8	8	8	8
	Direction	1	1	2	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	2	2	2	2	1	1	1	1	
	From	UAE	IRN		IRN		UAE	UAE	OMN	OMN	OMN	OMN	UAE	OMN	UAE	UAE	OMN	UAE	OMN	UAE	OMN	QTR	QTR		UAE	UAE	UAE	UAE	UAE	UAE	QTR	QTR		UAE	UAE	BAH	BAH				
	No Traffic per day	214	166	172	3	1	81	105	72	138	118	10	30	44	47	11	152	186	6	41	42	3	3	40	54	6	192	80	51	1	180	200	1	8	5	18	290	192	180	200	

	Yemen							Oman							Saudi Arabia										Somalia													
	India			Eritrea		Ethiopia																																
	GIDAS	NABIL	ANGAL	SALIH	FARES	TORBA	PARIH	KIVEL	IMKAD	KAPET	PUTRA	SABEL	KUTVI	BOVOS	DUDRI	SILPA	ALNES	PADUR	ALSIR	NADI	ULBON	NETAS	NOBSU	NABAN	NISMI	LAKNA	RIBOK	APDOS	OKTAB	ZIZAN	TIMAD	DEMGO	BOMIX	VEDET	SOHLI			
Separation	80	80	80	80	80	80	80	80	80	80	80	80	50	50	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80			
Direction	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
From																																						
No Traffic per day	1	1	21	1	1	28	5	11	48	8	1	1	5	11	1	1	1	2	2	3	1	1	1	1	1	1	1	1	1	1	11	15	10	22	8			

Sudan	Congo	Chad							Egypt					Eritrea			Ethiopia						Libya	Kenya	Uganda			Saudi Arabia			
	ASKON	IPONO	GNA	ILBIB	KISAL	KURAM	MONAN	KAFIA	ALEBA	ENABU	ATMUL	NUBAR	SISID	TOKAR	FEREB	KSL	ALRAP	TIKAT	AVONO	DASTU	AXOTI	DAGAP	ORNAT	EPLAS	ATUGA	OVELA	KABLA	MIPOL	KAROX	GIBAP	
Separation	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
Direction	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	2
From													SUD																SUD	KSA	
No Traffic per day	20	1	1	1	1	1	1	1	30	14	1	1	1	1	1	1	15	1	1	1	1	1	1	1	1	5	1	1	3	2	1

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Bahrain	Iran							Kuwait					Qatar				Saudi Arabia							UAE			
	ROTOX	OBTAR	KUVER	ALSER	DASUT	MIDSI	RAGAS	KUMBO	DAVUS	LONOS	RABAP	AMBIK	TULUB	LUBET	GIRMO	GESIT	DAROR	METLA	ULADA	ROTEL	LADNA	NARMI	DEMTA	TUMAK	ALPOB	NALPO	OBNET
Separation	20	20	20	20	20	20	20	10	20	10	10	10	8	8	8	8	10	10	10	10	10	10	10	8	8	8	8
Direction	1	1	2	1	1	1	1	1	1	1	1	1	1	2	1	1	1	2	1	1	2	2	2	1	1	1	1
From	BAH	BAH		IRN	BAH	IRN	BAH	BAH	BAH	KWT	KWT	KWT	BAH		BAH	BAH	KSA		BAH	KSA				UAE	UAE	BAH	BAH
No Traffic per day	1	1	1	7	18	13	5	49	267	124	180	1	7	64	86	34	188	1	178	17	44	1	1	280	192	180	200

Qatar	Bahrain				Iran				Saudi Arabia				UAE											
	TULUB	LUBET	GIRMO	GESIT	DASUT	MIDSI	RAGAS	ELIDU	ULIKA	ORLEK	LAEEB	DATRI	BUNDU	KUPRO	TOSNA	OVONA	TOVOX	ALPOB	TUMAK	ORMID	ASTOG	NALPO	OBNET	
Separation	8	8	8	8	20	10	20	20	10	10	10	10	8	8	8	8	8	8	8	8	8	8	8	
Direction	1	2	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	1	1	1	1	1	1	
From	BAH		BAH	BAH	QTR	IRN	QTR	IRN	QTR	KSA	KSA		QTR	QTR		UAE	UAE	UAE	UAE	UAE	QTR	QTR	QTR	
No Traffic per day	7	64	86	34	18	50	36	8	8	4	1	1	3	3	40	54	6	192	280	51	1	180	200	

Egypt	Cyprus			Greece						Jordan	Libya		Saudi Arabia								Sudan				
	RASDA	LAKTO	PASOS	SALUN	METRU	TANSA	PAXIS	ANTAR	KUMBI	ULINA	LOSUL	DITAR	KITIT	PASUM	IMRID	GIBEL	DEDLU	SIKNO	SEPSA	KUSPA	ALEBA	ENABU	ATMUL	NUBAR	SISID
Separation	20	20	20	20	20	20	20	20	20	15	80	80	15	15	15	15	20	15	15	15	80	80	80	80	80
Direction	2	2	2	1	1	1	1	1	1	2	2	2	2	2	2	1	1	1			2	2	2	2	1
From				GRE	EGP	EGP	GRE	EGP	GRE							KSA	EGP	EGP							SUD
No Traffic per day	174	73	12	73	124	122	60	166	52	172	15	24	127	120	34	36	60	126	0	0	14	1	1	1	1

Libya	Algeria	Chad				Egypt		Malta										Sudan	Tunis			
	IMN	DEKTU	TUMMO	GARIN	TONBA	LOSUL	DITAR	ABRAM	SARKI	VARIG	LUMED	LOTIN	ELIMO	INDOT	OLMAX	BONAR	EKLIS	RASNO	ORNAT	GASRI	TANLI	FARES
Separation	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
Direction	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2
From								MAL	LIB	MAL	LIB	MAL	MAL	LIB	LIB	MAL						
No Traffic per day	2	2	1	1	1	15	24	2	2	3	2	2	2	2	1	2	5	2	1	11	3	1

Jordan	Egypt	Iraq	Israel		Saudi Arabia							Syria				
	ULINA	PASIP	OSAMA	MOUAB	TRF	DEESA	GIBET	TULEP	GENEX	OTILA	SODAR	BUSRA	ZELAF	SOKAN	NAMBO	KAMEL
Separation	15	80	10	10	10	10	10	10	10	10	10	80	80	80	80	80
Direction	2	2	1	1	2	2	2	1	1	1	2	2	2	1	2	2
From			ISR	JRD				JRD	KSA	KSA				JRD		
No Traffic per day	172	15	52	6	23	157	18	62	17	17	4	5	23	22	2	1

Kuwait	Bahrain					Iran			Iraq		Saudi Arabia					
	KUMBO	DAVUS	LONOS	RABAP	AMBIK	TULAX	NANPI	PATIR	SIDAD	TASMI	BOSID	GOVAL	DERKO	COPPI	RAS	IVOBA
Separation	10	20	10	10	10	20	20	20	10	20	20	20	20	20	20	20
Direction	1	1	1	1	1	2	2	1	1	1	2	1	1	1	2	1
From	BAH	BAH	KWT	KWT	KWT				KWT	IRQ	KWT		KWT	KSA	KWT	KSA
No Traffic per day	49	267	124	180	1	20	16	1	316	374	4	13	18	9	4	11

Syria	Cyprus	Iraq			Jordan					Lebanon		Türkiye			
	NIKAS	MODIK	SIDNA	ELEXI	BUSRA	ZELAF	SOKAN	NAMBO	KAMEL	LEBOR	LATEB	TUSYR	TUNLA	NISAP	LESRI
Separation	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
Direction	2	2	1	1	2	2	1	2	2	2	2	2	1	1	2
From			SYR	IRQ				JRD					TUR	SYR	
No Traffic per day	1	21	1	1	5	23	22	2	1	11	1	1	1	1	1

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Iraq	Iran			Jordan	Kuwait		Saudi Arabia	Syria			Türkiye		
	PAXAT	RAGET	BOXIX	PASIP	SIDAD	TASMI	MURIB	MODIK	SIDNA	ELEXI	NINVA	KABAN	RATOV
Separation	20	20	20	80	10	20	10	80	80	80	20	20	20
Direction	1	1	2	2	1	1	2	2	1	1	1	1	1
From	IRQ	IRN			IRQ	KWT			SUR	IRQ	IRQ	IRQ	TUR
No Traffic per day	36	43	2	15	316	374	14	21	1	1	198	129	294

Lebanon	Cyprus					Syria	
	LITAN	ELIKA	DIRRE	KUKLA	BALMA	LEBOR	LATEB
Separation	30	30	30	30	30	80	80
Direction	2	2	1	2	2	2	2
From			CYP				
No Traffic per day	1	1	1	1	9	11	1

Appendix B

Action Plan - Priority criteria

The implementation of this Action Plan is structured into two phases. Accordingly, specific criteria have been established for each phase as follows:

Phase I:

- a) If a common FIR boundary point is located within a surveillance environment on both sides, and the applied separation **15 NM** or more; or*
- b) If the common FIR boundary point is not located within a surveillance environment, at least from one side, and the applied separation is **10 minutes** (equivalent to **80 NM**) or more, provided that traffic at that point reaches at least **40 flights per day**, based on TDS data reported to MIDRMA; or*
- c) If the extended longitudinal separation at a common FIR boundary point results in increased workload for ATCOs and flight crews, potentially affecting operational safety, as evidenced by safety reports; or*
- d) If the common FIR boundary point accommodates major traffic flows within the MID region and/or at interfaces with adjacent regions, as indicated in MIDRMA reports; or*
- e) If there is a significant increase in traffic movements at the common FIR boundary point during contingency situations, based on historical data; or*
- f) If mutually agreed upon by the concerned States.*

Phase II:

- a) If a common FIR boundary point is located within a surveillance environment on both sides, and the applied separation exceeds **10 NM** but less than 15 NM; or*
- b) If the common FIR boundary point is not located within a surveillance environment, at least from one side, and the applied separation is **10 minutes** (equivalent to 80 NM) or more, provided that traffic is **less than 40 flights per day**, based on TDS data reported to MIDRMA; or*
- c) If the common FIR boundary point is not located within a surveillance environment, at least from one side, and the applied separation is **5 minutes** (equivalent to 40 NM) or more, provided that traffic at that point reaches at least **40 flights per day**, based on TDS data reported to MIDRMA; or*

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Appendix C

FIR boundary point priority

Row	FIR point	States concerned	Factor to be considered							
			Environment	Separation	Major flow	No. movement	Safety	Contingency	States request	Priority/Phase
Phase I										
1.	TASMI	IRQ-KWT	Radar	20NM	Yes	374	-	Yes	-	1
2.	RATOV	IRQ-TUK	Radar	20NM	Yes	294	-	Yes	-	1
3.	RASKI	OMN-IND	Radar	20NM	Yes	286	Yes	Yes	OMN	1
4.	DAVUS	BAH-KWT	Radar	20NM	Yes	267	-	Yes	-	1
5.	APELO	OMN-PAK	Radar	40NM	Yes	234	-	-	OMN	1
6.	GABKO	UAE-IRN	Radar	20NM	Yes	214	-	Yes	-	1
7.	NINVA	IRQ-TUK	Radar	20NM	Yes	198	-	Yes	-	1
8.	PATAT	UAE-IRN	Radar	20NM	Yes	186	-	Yes	-	1
9.	PARAR	OMN-IND	Radar	50NM	Yes	175	-	Yes	OMN	1
10.	RASDA	EGP-CYP	Radar	20NM	Yes	174	-	Yes	-	1
11.	ULINA	EGP-JRD	Radar	15NM	Yes	172	-	Yes	-	1
12.	ANTAR	EGP-GRE	Radar	20NM	Yes	166	-	Yes	-	1
13.	TOTOX	OMN-IND	Radar	50NM	Yes	146	-	Yes	OMN	1
14.	RASKA	KSA-ERT	Non-radar	80NM	Yes	136	Yes	Yes	KSA	1
15.	KABAN	IRQ-TUK	Radar	20NM	Yes	129	-	Yes	-	1
16.	KITIT	EGP-KSA	Radar	15NM	Yes	127	-	Yes	-	1
17.	SIKNO	EGP-KSA	Radar	15NM	Yes	126	-	Yes	-	1
18.	METRU	EGP-GRE	Radar	20NM	Yes	124	-	Yes	-	1
19.	TANSA	EGP-GRE	Radar	20NM	Yes	122	-	Yes	-	1
20.	BONAM	IRN-TUK	Radar	20NM	Yes	122	-	Yes	-	1
21.	PASUM	EGP-KSA	Radar	15NM	Yes	120	-	Yes	-	1
22.	DASIS	IRN-TUK	Radar	20NM	Yes	112	-	Yes	-	1
23.	ASVIB	IRN-PAK	Radar	50NM	Yes	105	-	Yes	IRN	1
24.	LOTAV	OMN-IND	Radar	50NM	Yes	97	-	Yes	OMN	1
25.	REXOD	OMN-IND	Radar	50NM	Yes	94	-	Yes	OMN	1
26.	ULDUS	IRN-AZR	Radar	20NM	Yes	74	-	Yes	-	1

27.	LAKTO	EGP-CYP	Radar	20NM	Yes	73	-	Yes	-	1
28.	SALUN	EGP-GRE	Radar	20NM	Yes	73	-	Yes	-	1
29.	TAPDO	OMN-PAK	Radar	40NM	Yes	62	-	Yes	OMN	1
30.	KITAL	OMN-IND	Radar	50NM	Yes	61	-	Yes	OMN	1
31.	PAXIS	EGP-GRE	Radar	20NM	Yes	60	-	Yes	-	1
32.	DEDLU	EGP-KSA	Radar	15NM	Yes	60	-	Yes	-	1
33.	ALPOR	OMN-PAK	Radar	40NM	Yes	54	-	Yes	OMN	1
34.	KUMBI	EGP-GRE	Radar	20NM	Yes	52	-	Yes	-	1
35.	IMKAD	OMN-YMN	Non-radar	80NM	Yes	48	-	Yes	OMN	1
36.	MIDGU	OMN-KSA	Radar	20NM	Yes	46	-	Yes	-	1
37.	AGINA	IRN-TUK	Radar	20NM	Yes	45	-	Yes	-	1
38.	NAZAR	IRN-TKM	Radar	50NM	Yes	44	-	No	-	1
39.	BATEV	IRN-AZR	Radar	20NM	Yes	43	-	Yes	-	1
40.	RAGET	IRN-IRQ	Radar	20NM	Yes	43	-	No	-	1
41.	MESPO	IRN-OMN	Radar	50NM	Yes	43	-	Yes	-	1
Phase II										
42.	SIDAD	IRQ-KWT	Radar	10NM	Yes	316	-	Yes	-	2
43.	TUMAK	UAE/QTR/BAH	Radar	8NM	Yes	280	-	Yes	-	2
44.	OBNET	UAE/QTR/BAH	Radar	8NM	Yes	200	-	Yes	-	2
45.	ALPOB	UAE/QTR/BAH	Radar	8NM	Yes	192	-	Yes	-	2
46.	DAROR	BAH-KSA	Radar	10NM	Yes	188	-	Yes	-	2
47.	RETAS	UAE-OMN	Radar	8NM	Yes	186	-	Yes	-	2
48.	RABAP	BAH-KWT	Radar	10NM	Yes	180	-	Yes	-	2
49.	NALPO	UAE/QTR/BAH	Radar	8NM	Yes	180	-	Yes	-	2
50.	ULADA	BAH-KSA	Radar	10NM	Yes	178	-	Yes	-	2
51.	ORSAR	UAE-IRAN	Radar	10NM	Yes	172	-	Yes	-	2
52.	KINID	BAH-QTR	Radar	8NM	Yes	167	-	Yes	-	2
53.	DEESA	JRD-KSA	Radar	10NM	Yes	157	-	Yes	-	2
54.	LABRI	UAE-OMN	Radar	8NM	Yes	152	-	Yes	-	2
55.	LUBET	BAH-QTR	Radar	8NM	Yes	141	-	Yes	-	2
56.	MENSA	UAE-OMN	Radar	8NM	Yes	138	-	Yes	-	2
57.	LONOS	BAH-KWT	Radar	10NM	Yes	124	-	Yes	-	2
58.	PASOV	UAE-OMN	Radar	8NM	Yes	118	-	Yes	-	2
59.	GOMTA	UAE-OMN	Radar	8NM	Yes	105	-	Yes	-	2
60.	GEXIM	BAH-QTR	Radar	8NM	Yes	99	-	Yes	-	2
61.	GIRMO	BAH-QTR	Radar	8NM	Yes	92	-	Yes	-	2

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62.	LALDO	OMN-UAE	Radar	8NM	Yes	81	-	Yes	-	2
63.	TONVO	OMN-UAE	Radar	8NM	Yes	72	-	Yes	-	2
64.	TULEP	JRD-KSA	Radar	10NM	Yes	62	-	Yes	-	2
65.	OVONA	QTR-UAE	Radar	8NM	Yes	54	-	Yes	-	2
66.	OSAMA	JRD-ISR	Radar	10NM	Yes	52	-	Yes	-	2
67.	ORMID	QTR-UAE	Radar	8NM	Yes	51	-	Yes	-	2
68.	MIDSI	BAH/QTR/IRN	Radar	10NM	Yes	50	-	Yes	-	2
69.	KUMBO	BAH-KWT	Radar	10NM	Yes	49	-	Yes	-	2
70.	MUSAP	OMN-UAE	Radar	8NM	Yes	47	-	Yes	-	2
71.	LADNA	BAH-KSA	Radar	10NM	Yes	44	-	Yes	-	2
72.	TARDI	OMN-UAE	Radar	8NM	Yes	44	-	Yes	-	2
73.	MEMTU	OMN-UAE	Radar	8NM	Yes	41	-	Yes	-	2
74.	TOSNA	QTR-UAE	Radar	8NM	Yes	40	-	Yes	-	2

Appendix D

Guideline for Development of Action Plan

Based on the FIR boundary points listed in phase I (Appendix C), the states concerned are requested to develop a comprehensive and structured action plan. This action plan should then be submitted to ICAO MID for consolidation into a unified document, which will serve as the basis for further coordination, discussion, and agreement within the ATM Sub-Group.

The action plan should clearly outline all relevant elements required to support implementation. This includes but is not limited to: identification of applicable performance improvement areas, definition of specific targets, establishment of realistic timelines, and preparation of safety assessments. In addition, States should address training requirements for personnel, identify any necessary amendments to existing Letters of Agreement (LoAs), and propose an effective implementation date for the planned measures.

In developing this action plan, States are encouraged to focus on practical and achievable “quick win” solutions that can be implemented in the short to medium term. For example, the application of alternative longitudinal separation minima, as described in ICAO Doc 4444 (Chapter 5), may offer immediate operational benefits depending on local conditions and requirements. In contrast, more complex solutions—such as the procurement and installation of new surveillance systems—require significant investment, longer timelines, and more extensive coordination, and should therefore be considered as part of longer-term planning.

Furthermore, States are strongly encouraged to enhance coordination and communication with adjacent FIRs. By doing so, they can maximize the use of existing capabilities, such as improving surveillance coverage through the sharing of surveillance data. This collaborative approach can reduce overall financial costs and accelerate the implementation of necessary improvements. Additionally, through updated or new Letters of Agreement, States may establish operational procedures—such as redefining transfer of control points—to take advantage of stronger surveillance coverage in neighboring FIRs. These interim measures can help mitigate gaps in coverage until permanent solutions are implemented and full operational capability in the affected areas is restored.

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Appendix E

Longitudinal Separation Minima and requirements in non-surveillance environments

Type of longitudinal separation	Minima	Requirements			
Based on Time	15 minutes	No NAVAID to permit frequent determination of position and speed		Communication: voice reports, CPDLC or ADS-C	
Based on Time	10 minutes	NAVAID permits frequent determination of position and speed		Communication: voice reports, CPDLC or ADS-C	
Based on Time	5 minutes	NAVAID permits frequent determination of position and speed	preceding ACFT maintain TAS 20 ⁺ kt faster than succeeding ACFT	Communication: voice reports, CPDLC or ADS-C	
Based on Time	3 minutes	NAVAID permits frequent determination of position and speed	preceding ACFT maintain TAS 40 ⁺ kt or faster than succeeding ACFT	Communication: voice reports, CPDLC or ADS-C	
Mach Number Technique Based on Time	10 minutes	True Mach number approved by ATC		Communication: voice reports, CPDLC or ADS-C	
Mach Number Technique Based on Time	9 to 5 minutes	Mach number difference (0.02 to 0.06) as explained in para 5.4.2.4.3		Communication: voice reports, CPDLC or ADS-C	
Mach Number Technique Based on Distance Using RNAV	80 NM	Separation established & maintain 80 ⁺ NM between ACFT positions by assigning Mach number	RNAV-equipped aircraft	Operating on designated RNAV routes or on ATS routes defined by VOR	Direct controller-pilot communications
Based on Distance Using RNAV where RNP 10	50 NM	Separation established & maintain 50 ⁺ NM between ACFT positions by using speed control techniques, including assigning Mach number	This separation was developed in accordance with a collision risk analysis, so implementation requires safety risk assessments. Refer para 5.4.2.6.3.1 and notes	Distance verification at least every 24 minutes as well as procedure in 5.4.2.6.3.2	Direct controller-pilot communications shall be voice or CPDLC
Performance-Based Longitudinal Separation	50 NM	RNP 10	RCP 240	RSP 180	Max ADS-C periodic reporting interval 27 minutes considering para procedures in 5.4.2.9.6 & 5.4.2.9.7
Performance-Based Longitudinal Separation	50 NM	RNP 4	RCP 240	RSP 180	Max ADS-C periodic reporting interval 32 minutes considering para procedures in 5.4.2.9.6 & 5.4.2.9.7
Performance-Based Longitudinal Separation	30 NM	RNP 2 or 4	RCP 240	RSP 180	Max ADS-C periodic reporting interval 12 minutes considering para procedures in 5.4.2.9.6 & 5.4.2.9.7
Performance-Based Longitudinal Separation	20 NM	RNP 2 or 4	RCP 240	RSP 180	Max ADS-C periodic reporting interval 3.2 minutes considering para procedures in 5.4.2.9.6 & 5.4.2.9.7
Performance-Based Longitudinal Separation	5 minutes	RNP 2 or 4 or 10	RCP 240	RSP 180	Max ADS-C periodic reporting interval 14 minutes considering para procedures in 5.4.2.9.6 & 5.4.2.9.7
Based on Distance Using DME and/or GNSS	20 NM	ACFT positions report by reference to DME in conjunction with other appropriate navigation aids and/or GNSS		Direct controller-pilot VHF voice communication and frequent intervals to ensure that the minimum will not be infringed	
Based on Distance Using DME and/or GNSS	10 NM	ACFT positions report by reference to DME in conjunction with other appropriate navigation aids and/or GNSS as well as the leading ACFT maintains a TAS 20 ⁺ kt faster than the succeeding ACFT		Direct controller-pilot VHF voice communication and frequent intervals to ensure that the minimum will not be infringed	



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 Intraregional. 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 |

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- 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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APPENDIX 2E



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

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

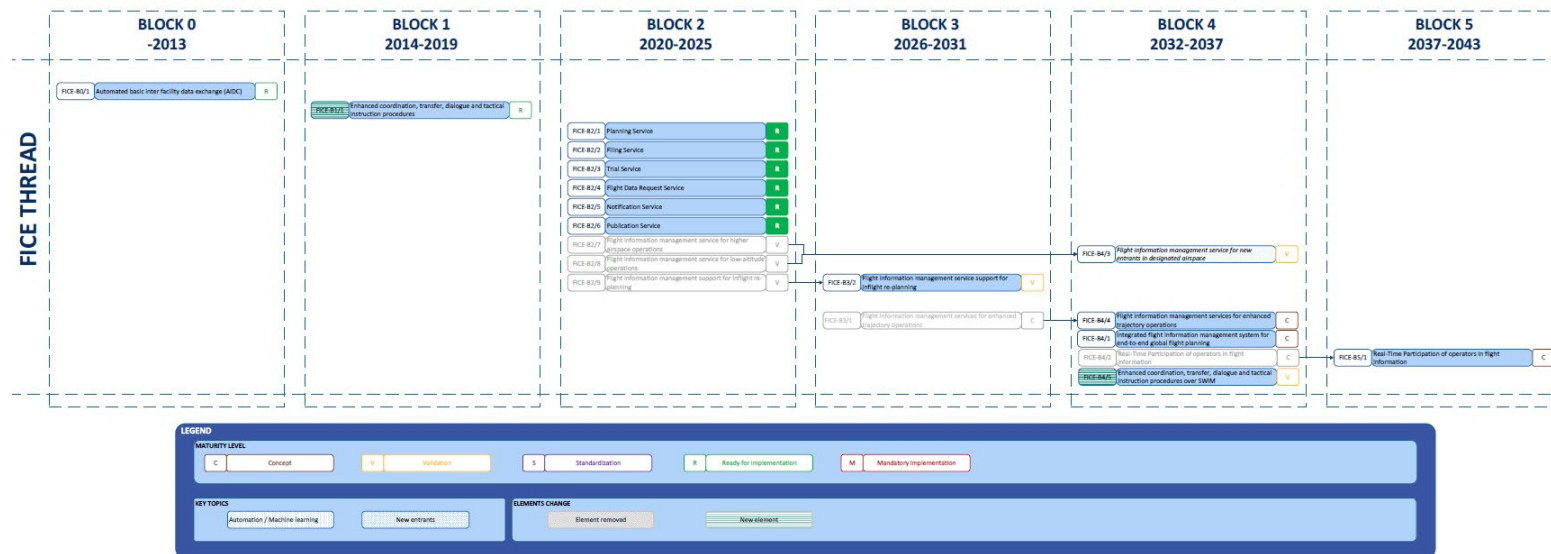
f) Proposal circulated to the following States and International Organizations:	Afghanistan	Iraq	South Sudan
	Algeria	Iran, Islamic Republic of	Sudan
	Armenia	Israel	Syrian Arab republic
	Azerbaijan	Jordan	Tunisia
	Bahrain	Kenya	Türkiye
	Egypt	Kuwait	Turkmenistan
	Eritrea	Lebanon	United Arab Emirates
	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).

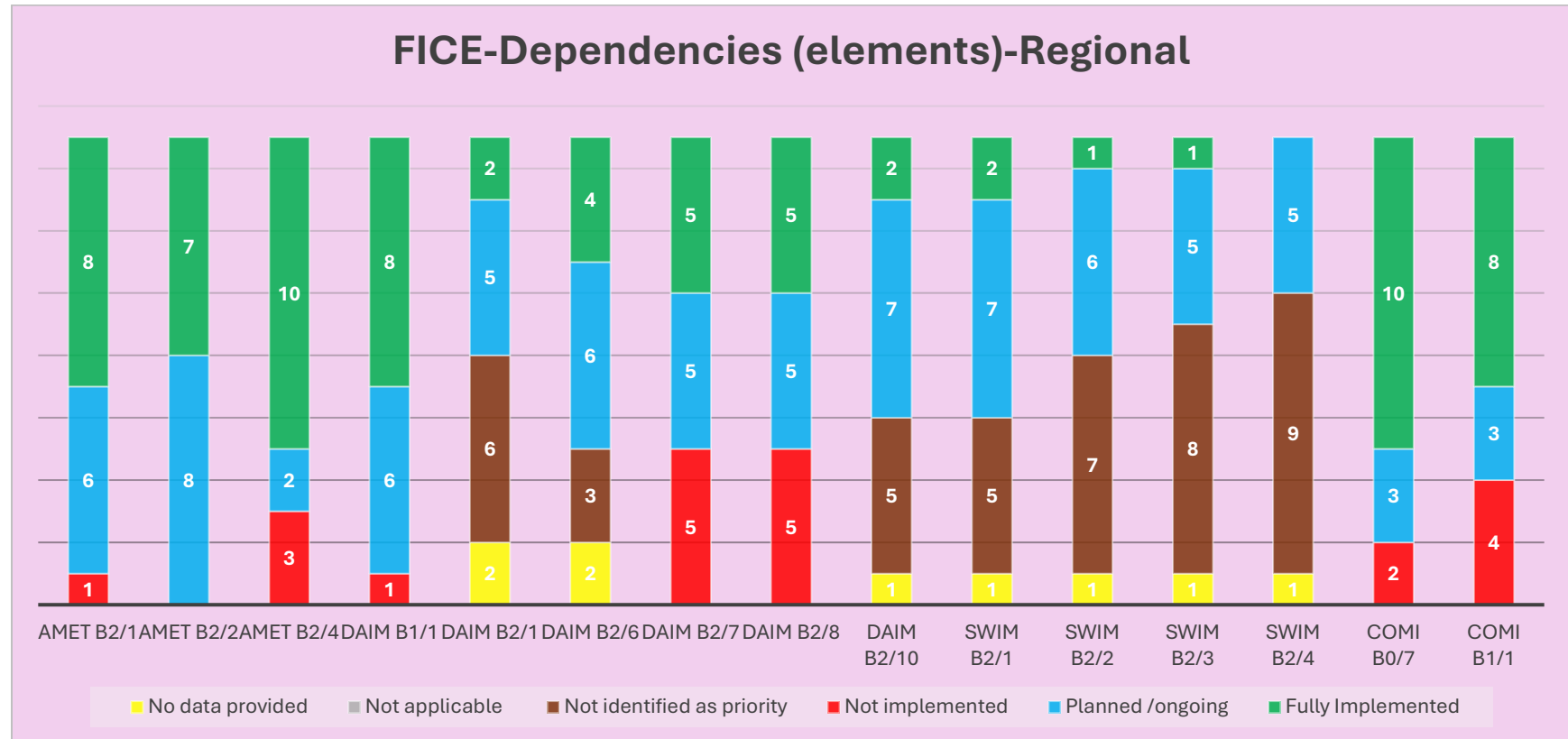
The inclusion of these new requirements in the MID ANP Volume II Part IV-ATM-Specific regional Requirements, will improve safety and efficiency of air navigation in the MID Region.

**Status of MID States for implementation of FFICE
Based on Air Navigation Report-2025**

- 1- ICAO Global Air Navigation Plan (GANP) 8th edition updated ASBU blocks, threads and elements. In this update, the FICE thread includes two new elements, one in Block 1 and another one in Block 4. This update includes delay to some elements, changes to the maturity level of some elements and the update of some enablers.
- 2- The following diagram reflects the changes related to new elements, the delay of some elements to later Blocks (due to availability delays for enablers) and changes to the maturity level of some elements.

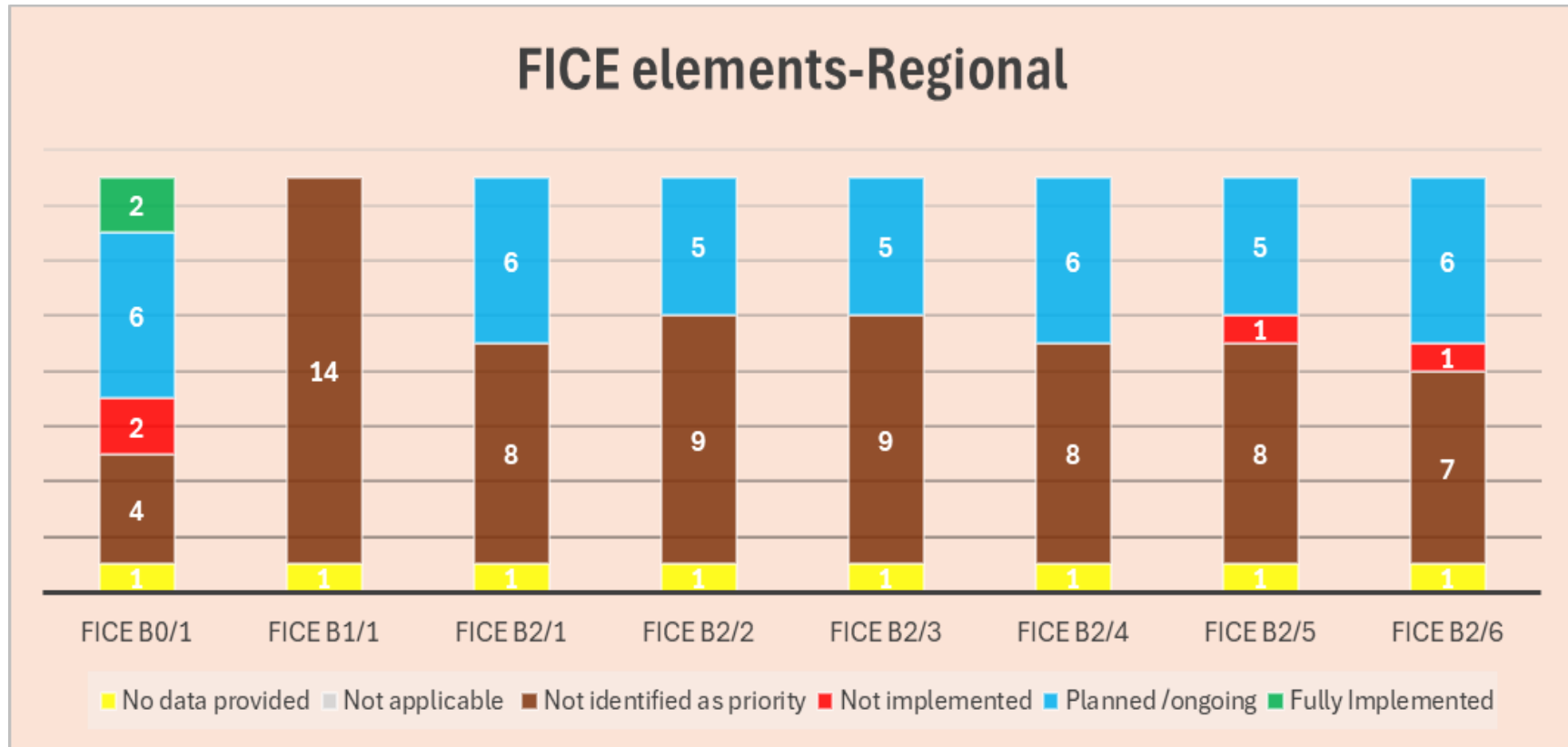


- 3- Based on this report, FF-ICE services—including planning, filing, trajectory, flight data request, notification, and publication—are in the “Ready for Implementation” phase under Block 2 (2025–2030). Meanwhile, other services remain in the “Validity” phase and are therefore deferred to Blocks 3 and 4.
- 4- In light of the above, and based on the Draft Air Navigation Report 2025 developed in accordance with the ICAO GANP (8th Edition), the status of FICE elements and their interdependencies—including SWIM (B2/1, B2/2, B2/3, and B2/4), AMET (B2/1, B2/2, and B2/4), DAIM (B1/1, B2/1, B2/6, B2/7, B2/8, and B2/10), and COMI (B0/7 and B1/1)—is summarized as follows:



As illustrated in the chart above, the implementation progress of DAIM and COMI elements falls within an acceptable range. In contrast, the implementation status of **SWIM** elements related to FICE is predominantly reported as “Planned/Ongoing” or “Not Identified as a Priority”.

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As illustrated in the chart above, with the exception of FICE B0/1—which is a regional requirement—the implementation of the remaining FICE elements in Blocks 1 and 2 is predominantly reported as either “Not Identified as a Priority” or “Planned/Ongoing”.

ASM Action Plan

I. List of ASM priority focus areas:

1. *Implementation of PBN in Enroute*
2. *Implementation of reduction of longitudinal separation*
3. *ATS route network (including establishment of ATS routes, designators and 5LNCs)*
4. *ASM improvements (CMC and FUA, FRA, RAD, TOS, FLAS & LoA)*
5. *RPAS/UTM*
6. *FF-ICE implementation*
7. *Others related tasks*

II. List of Action Items and implementation Status (as of 12 January 2026)

Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
1	1.1	Publish implementation of RNAV 5 in their FIRs		RNAV 5 routes should be published in AIP ENR 3.2.	Lebanon	MIDANPIRG Conclusion 12/9	
					Libya		
					Syria		
	1.2	Implement RNAV 5 in the level band FL160 - FL460		Update State AIP, ENR 3.3 to indicate implementation of the RNAV 5 in the level band FL160 - FL460 (inclusive).	Egypt	MIDANPIRG Conclusion 12/9	On going
					Iran		
					Lebanon		
					Libya		
					Syria		
					Sudan		
	1.3	Publish RNAV routes in relevant part in the AIP		All RNAV routes either defined by RNAV designator or non-RNAV designator publish in ENR 3.2	Egypt		
					Kuwait		AIP Amend published Task completed ASM WG/2
					Yemen		On going
	1.4	RNAV5 to RNAV1 within Baghdad and Kuwait FIR		Development of 3 parallel RNAV1 routes at interface Kuwait and Baghdad FIRs	Kuwait	ASM WG/2	
					Iraq		

Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
2	2.1	develop roadmap for the implementation of Project 30/10 in the MID Region, including the inter-regional aspects		Draft Roadmap	ASM WG	MIDANPIRG Conclusion 22/10	Task completed ASM WG/4 WP/6: Draft roadmap has been developed will be presented to MIDANPIRG/23
	2.2	Coordinate with neighboring States to reduce surveillance longitudinal separation down to 10 NM, or non-surveillance to 30NM.		Implementation Checklist	ASM WG	MIDANPIRG Conclusion 22/11 Conclusion 13/5	Task completed ASM WG/4 WP/5: The status of separation between adjacent FIRs developed. This list is the part of the roadmap for implementation of Project 30/10
3	3.1	Remove prefix “U” from ATS route designators		Revise AIP, ENR 3 to remove prefix “U”	Bahrain (A453, B415, B416, B419, B457, G663, L305, L308, L319, L438, L443, L602, L604, L768, M430, M444, M677, M872, N300, N318, N563, N571, N685, N687, N697, N929, P425, P430, P559, P693, P699, P899, P975 & R659).	MSG Conclusion 6/9	Task completed ASM WG/3
					Egypt (A1, A16, A411, A727, B12, B411, L315, L321, L550, L551, L604, L607, L612, L613, L617, L677, M305, M309, M312, M686, M690, M872, M999, N307, N316, N697, P557, P563, P751, R2 &		Task completed ASM WG/2

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Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
					R650).		
					Iran (A416, A418, A422, A453, A647, A788, B121, B411, B416, B417, B441, B451, G202, G452, G663, G665, G666, G667, G669, G670, G775, G781, G792, L124, L125, L223, L319, L333, L430, M316, M318, M434, M561, M573, N319, N440, P146, P567, P574, R205, R401, R462, R654, R659, R660, R661, R784 & R794)		Task completed ASM WG/2
					Iraq (A424, B411, G202, G665, G667, G669, G795, L200, L417, L602, M203, M434, M688, M860, M861, P975 and R652).		Task completed ASM WG/3
					Jordan (UM690, UR785, UB544, etc.)		Task completed ASM WG/2
					Lebanon (UM425, UL620, UN438, etc.)		
					Oman (UB424, UL425, UB535, etc.)		Task completed
	3.2	Change ATS route designators		Revise AIP, ENR 3 to change the required ATS route designators in accordance with ANP volume II.	Bahrain (T557 to L557, Y604 to L704, Y856 to M556, T308 to M708, Z622 to M722, T872 to N572, T602 to N702, T319 to P319, T430 to P550, T444 to P700, T934 to P713)	Approved PfAs MID.II.2201-ATM & MID.II.2302-ATM	Task completed ASM WG/3

Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
					Iran (W4 to A414, W136 to M434, W148 to B418, W141 to B541, W147 to B547, J5 to M555, Z151 to L700/N717, Q13 to L713, Z627 to L717, Z680 to L720, T301 to M701, Z670 to M710, T215 to M715, T218 to M718, Q19 to M719, Z675 to N567, Z350 to N570, T665 to N700, T602 to N702, Z151 to N717, T202 to P302, T319 to P319, T430 to P550, Z855 to P558, T975 to P715 and Q18 to P718).		On going WP/4: All changes have been completed except T665 to N700 which is required to publish by Iran, Qatar and UAE in the same format as a regional contingency route and active by NOTAMs
					Libya (V300 to A420, W861 to B727, G659 to J615, G660 to J622, G661 to J725, G662 to J730, G663 to J850, G665 to J855, G739 to J977, G855 to J980, W9 to M709, Z178 to N708, V100 to N711, W857 to N982, Z350 to P310, Z270 to P560, W863 to P563, Z333 to P573, W852 to P702, T295 to P706, T299 to P709, T297 to M707 & Y751 to M855).		Task completed ASM WG/2

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Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
					Oman (L695, M303, M681, M877, N430, P304, P316, P513, R402 to non-regional T507 to L559, T980 to L700, Q620 to M700, Z515 to M717, T970 to N570, Q978 to N718, Z515 to M717).		Task completed ASM WG/3
					Qatar (Y604 to L704, T665 to N700, T430 to P550, T444 to P700).		On going WP/4: All changes have been completed except T665 to N700 which is required to publish by Iran, Qatar and UAE in the same format as a regional contingency route and active by NOTAMs
					Saudi Arabia (G674, G799, M309 & R23 to non-regional H732 to M553, H741 to M320, J735 to P703, J749 to N709, J852 to M702, J874 to N704, T136 to L716, Y415 to M705, Y511 to M711, Z515 to M717, Q332 to N323, V13 to N703, Y517 to N707, T513 to N713, V975 to P705, Q510 to P710, T100 to P711, Q212 to P712, Q21 to P721, Q143 to P723, Q615 to P753, Q624		Task Completed ASM WG/4 Effective date 06 August 2026

Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
					to P752, T295 to P706 & T142 to N722)		
					Sudan (B572 to L567, M320 to M323, Y613 to M713, Q733 to M723, V790 to N720, T238 to P318, P562 to P572, Z980 to P720)		Task completed ASM WG/2
					Syria (A21 to R655, B538 to Q538, J222 to N310, Q52 to N565)		Task completed ASM WG/2
					UAE (L552 to Y552, T507 to L559, L562 to Q572, L565 to Q565, L568 to Q568, M302 to Q312, M322 to Q322, M552 to Z522, M558 to Y558, M560 to T560, M569 to Q569, N313 to Q323, N566 to Q576, T665 to N700, Q415 to N715, P308 to Q308, P311 to Q311, P317 to Q317, P321 to Q321, P553 to Q563)		On going WP/4: All changes have been completed except T665 to N700 which is required to publish by Iran, Qatar and UAE in the same format as a regional contingency route and active by NOTAMs and Q415 to N715 .
					Yemen (L566 to Y101, P552 to Y103, R799 to Y105)		Task completed ASM WG/2
	3.3	MID ATS Route PfA and Optimization of MID Region ATS Route Designator		develop plan and for review before processing the required PfA retain the designator	All MID States	ASM WG/3	On going WP/3: The proposal should be reviewed by the States and provide feedback in

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Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
							ASM WG/4
4	4.1	Continuation of FRA volume between UAE and Qatar		Detailed implementation plan	Qatar and UAE	ASM WG/1	On going, targeting Q3/2026
	4.2	Explore the feasibility of Development of Regional RAD/routing concept		RAD portal	Oman and Saudi Arabia. Other interested States	ASM WG/1	Oman: AIP Amend published. Saudi Arabia: On going targeting Q2 2026. RAD Portal is developed.
	4.3	Regional cooperation of optimization of major traffic flows		- Identification of the major traffic flow - Optimization of the network	Oman and MID States	ATM SG/10 WP/22 by Oman	On going ICAO MID and APAC will conduct Special Coordination Meeting between Oman and India on 3-4 June 2026, Bangkok, Thailand.
	4.4	Enhancement of Sana'a and Muscat FIRs interface by reactivation of position KAPET		- Revise letter of Agreement (LoA) between Yemen and Oman	Yemen	ASM WG/3 PPT/10 by Yemen	On going Oman reported coordination meeting with Yemen is ongoing
					Oman		Oman is ready to reactivate position KAPET Meeting has been conducted.

Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
5	5.1	Preparation for FF-ICE implementation		- ICAO APAC/MID ATFM and FF-ICE Seminar 2025 (Dubai, UAE, 23 – 26 Feb 2025)			Conducted
	5.2	AIDC/OLDI applicability area (FF-ICE enabler)		Develop draft FF-ICE (B0/1) applicability area (based on operational needs)			Task completed ASM WG/4 WP/8: Draft PfA has been developed and will be presented to MIDANPIRG/23
	5.3	Development of MID FF-ICE roadmap		Draft FF-ICE roadmap from operational (ATM) perspective	FF-ICE roadmap Action Group	MIDANPIRG ASM WG/3	Task completed ASM WG/4 WP/9: As agreed in ASM WG/3, the required report has been developed to present to MIDANPIRG/23 for further decision.
6	6.1	MID Region ATM Monitoring Dashboard		Support the development of the ATM Dashboard (offered by GACA/SANS)	GACA/SANS	ATM SG/9-10	Task completed ASM WG/3 The progress report and required demo will be presented to MIDANPIRG/23 for further decision.
	6.2	Air Navigation Plan (Vol. II): Homogenous Areas and Major Traffic Flow (Table GEN II-1)		review and update Table GEN II-1 for review before processing the required PfA		ASM WG-3	Task completed ASM WG/4 WP/7: Draft PfA has been developed and will be presented to MIDANPIRG/23

Focus area number	Action		Target date	Deliverable	Champion	Reference	Status / RMK
	No.	Description					
7	7.1	Support Sudan Civil Aviation Authority for restoration and resumption of operation in Khartoum FIR.		Support SCAA to develop required recovery plan	Sudan CAA and MID States	ASM WG/4	

**TERMS OF REFERENCE (TOR) OF THE
MIDANPIRG AIRSPACE MANAGEMENT WORKING GROUP
(ASM WG)**

I. TERMS OF REFERENCE

1.1 The Airspace Management Working Group was established by the MIDANPIRG/21 meeting to address the challenges in Airspace Management and provide a forum for the ATM specialists in the Region to work together to improve safety and efficiency, increase airspace capacity to meet future demand requirements; and reduce the environmental impact of increasing air traffic by offering improved ATM operations. Therefore, the **Airspace Management Working Group (ASM WG)** Terms of Reference are as follows:

- a) Address the MID Region Airspace Management challenges:
 - i. conduct a holistic review and perform gap analysis of the MID ATS Routes Network in order to assess the regional capacity, hotspots and constraints;
 - ii. identify requirements and improvements for enhancing safety and achieving an efficient airspace structure within the MID Region;
 - iii. support states on coordinating the identified airspace and ATS route network requirements with relevant stakeholders (International Organizations, airspace user representative organizations and other ICAO Regions);
 - iv. address areas of conflicting traffic highlighted in the MIDRMA Annual Safety Monitoring Report (SMR);
 - v. support States in resolving interface issues with adjacent ICAO Regions;
 - vi. identify the Priority 1 ASBU elements with low level of implementation and support the States to overcome the challenges for the implementation of these elements; and
 - vii. address MID ATS route designators and 5LNCs challenges.
- b) Support the enhancements of MID airspace structure and ATS route network:
 - i. improve connectivity and accessibility (specification, trajectory, spacing, etc.), considering the ability to offer additional routing options, to support operational requests, including contingency situations;
 - ii. foster a harmonized implementation of Performance Based Navigation (PBN) within the enroute environment;
 - iii. coordinate with the MIDRMA and IATA/airspace users to collect and analyse traffic data related to the proposed changes to the ATS Routes Network, as required;
 - iv. develop a working repository for route proposals to be used as a dynamic reference for the establishment / modification of ATS routes; and

- v. support the development, coordination and submission of Proposals for Amendment (PfA) for processing to ensure the continuous and coherent development and update of the MID ANP in the respective subjects.
- c) Endeavour to enhance safety and efficiency; increase capacity and reduce the environmental impact of increasing air traffic through the implementation of improved ATM operations:
 - i. support States to review and update their Letter of Agreement with adjacent FIRs to optimize utilization of the MID airspace in a harmonized manner;
 - ii. develop regional procedure to regulate and harmonize implementation of TOS, RAD and FLAS;
 - iii. foster the implementation of reduced Longitudinal Separation between FIRs;
 - iv. foster the implementation of Civil-Military Cooperation (CMC) and Flexible Use of Airspace (FUA);
 - v. support the planning and harmonized implementation of Free Route Airspace (FRA); and
 - vi. foster the implementation of (FF-ICE).
- d) Support the planning for the operation/integration of new entrants such as Remotely Piloted Aircraft System (RPAS)/Unmanned Traffic Management (UTM) into the MID Region airspace;
- e) Considering global and regional developments related to ATM, identify/propose necessary amendments to the MID Air Navigation Strategy for review by the ATM SG;
- f) Report its activities to the ATM SG; and
- g) Review periodically its Terms of Reference and propose amendments, as necessary.
- h) The ASM AG would review and amend accordingly the action items and timelines based on the developments and progress.

II. COMPOSITION

2.1 The Working Group is composed of:

- a) MIDANPIRG Member States;
- b) concerned International and Regional Organizations; and
- c) other representatives from States from other ICAO Regions; provider States and Industry may be invited on ad hoc basis, as observers, when required.

III. WORKING ARRANGEMENTS

3.1 The Chairperson, in close co-operation with the Secretariat, shall make all necessary arrangements for the most efficient working of the Working Group. The Working Group shall at all times conduct its activities in the most efficient manner possible with a minimum of formality and paperwork (paperless meetings). Permanent contact shall be maintained between the Chairperson, Secretary and Members of the Working Group to advance the work. Best advantage should be taken of modern communications facilities, particularly videoconferencing (Virtual Meetings) and e-mails.

3.2 In person meetings will be conducted once a year and when deemed necessary.

Airspace Management Working Group (ASM WG)

LIST OF MAIN FOCAL POINT AND ALTERNATES

STATE	MAIN FOCAL POINT	ALTERNATE
BAHRAIN UPTD 1JUNE26	Noora Ahmed Janahi Acting Chief Air Traffic Management Air Traffic Management Directorate email: noora.janahi@mtt.gov.bh	Hanan Hasan Falamarzi Chief AIM & Airspace Planning Air Traffic Management Directorate email: hanan.falamarzi@mtt.gov.bh
EGYPT	Mohammad Ali ATM General Director email: m.ali@civilaviation.gov.eg Mobile: +201149005000	
IRAN	Seyedeh Hanan Amini Aeronautical and International Affairs Deputy Assistant, ATM email: h-amini@caa.gov.ir Mobile: +989100143100	Hamed Rahbar Iran Airport Company ACC Chief email: rahbar@airport.ir Mobile: +989125228809
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LEBANON		
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STATE	MAIN FOCAL POINT	ALTERNATE
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ATTACHMENT A

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