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ICAO APAC/MID Special ATM Coordination Meeting (SCM)

Muscat, Oman, 1 – 3 February 2026

ICAO MID Region Interface with APAC & EUR/NAT Regions

International Civil Aviation Organization (ICAO)
ICAO MID

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Outline

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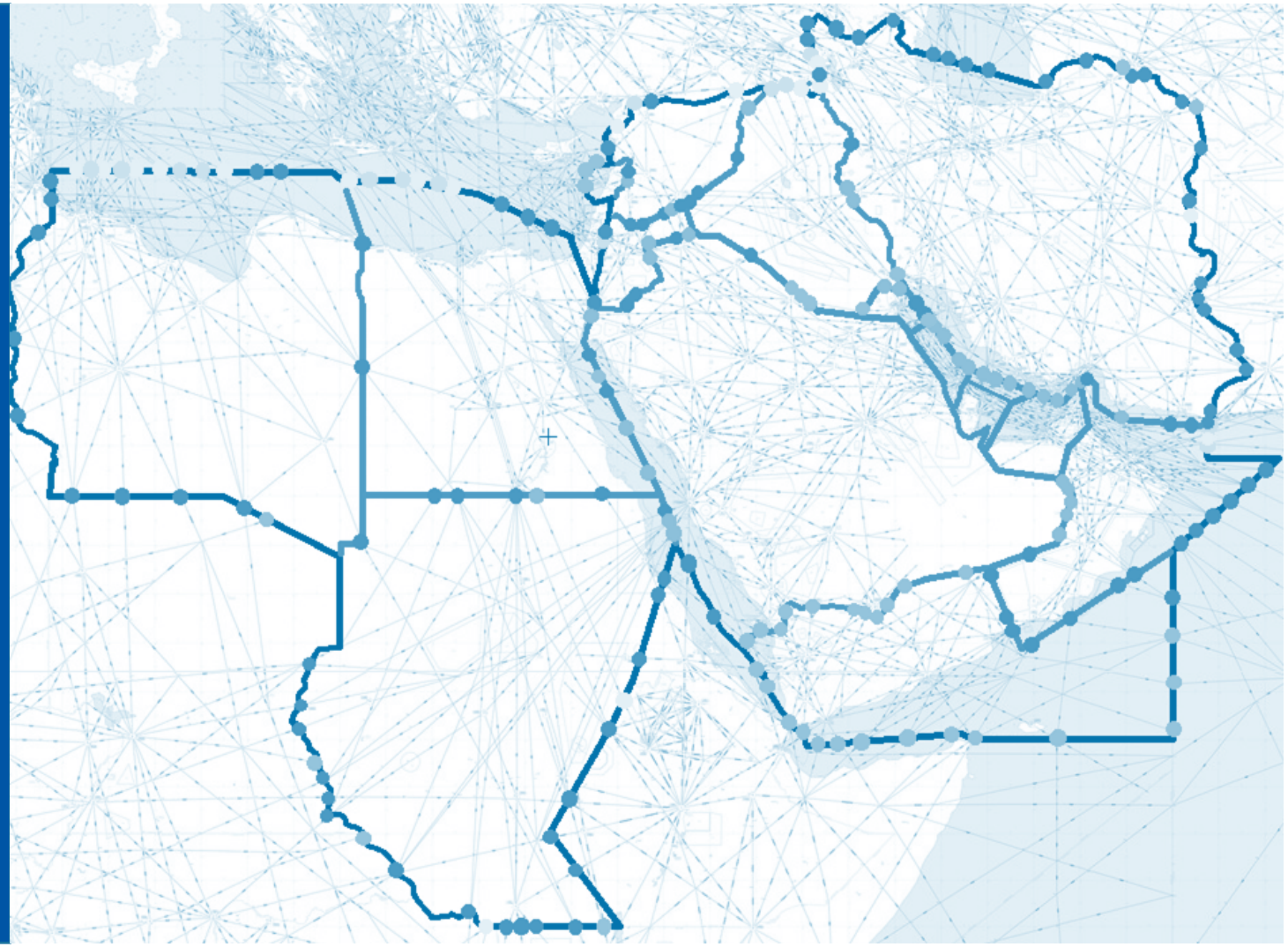
04 Regional and inter-regional hotspots

05 Large Height Deviation (LHD)

06 Conclusions

Introduction

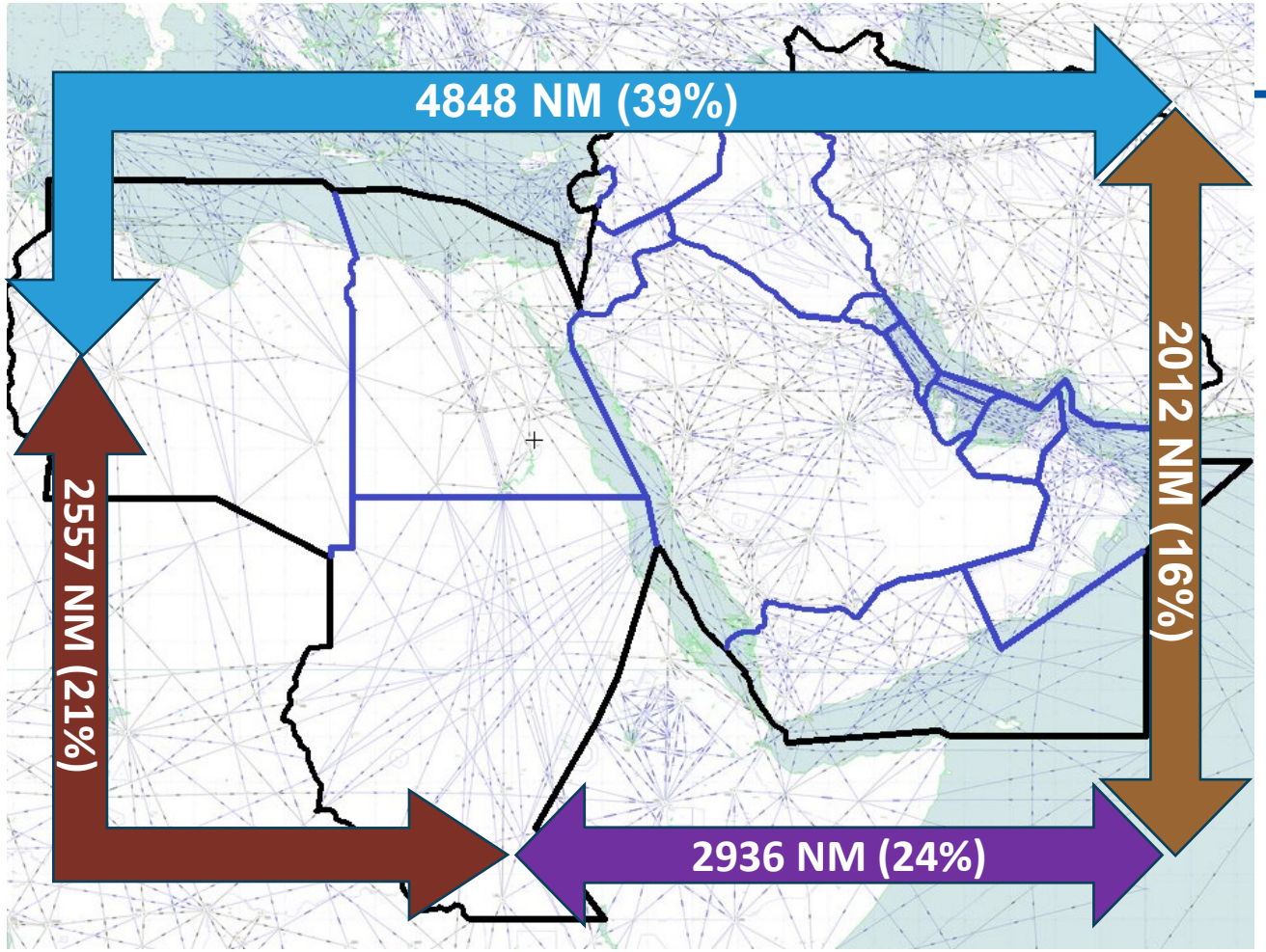


- **MID States: 15**
- **MID Adjacent Regions: 4**
- **MID Adjacent FIRs: 21**

- **Total length** of the boundary between MID FIRs as well as MID region with adjacent ICAO regions is almost **21749 NM** as detailed below:

  - **9396 NM** between MID FIRs (43%)
  - **12353 NM** between MID region and adjacent rejoins (57%)

    - **Euro region**, 4848 NM (39%)
    - **APAC region**, 2012 NM (16%)
    - **ESAF region**, 2936 NM (24%)
    - **WACAF region**, 2557 NM (21%)



Note: *Since **57%** of the boundary in the MID region is related to **common boundary with adjacent regions**, to **optimize the MID airspace**, **inter-regional coordination** between **adjacent regions is crucial**.*

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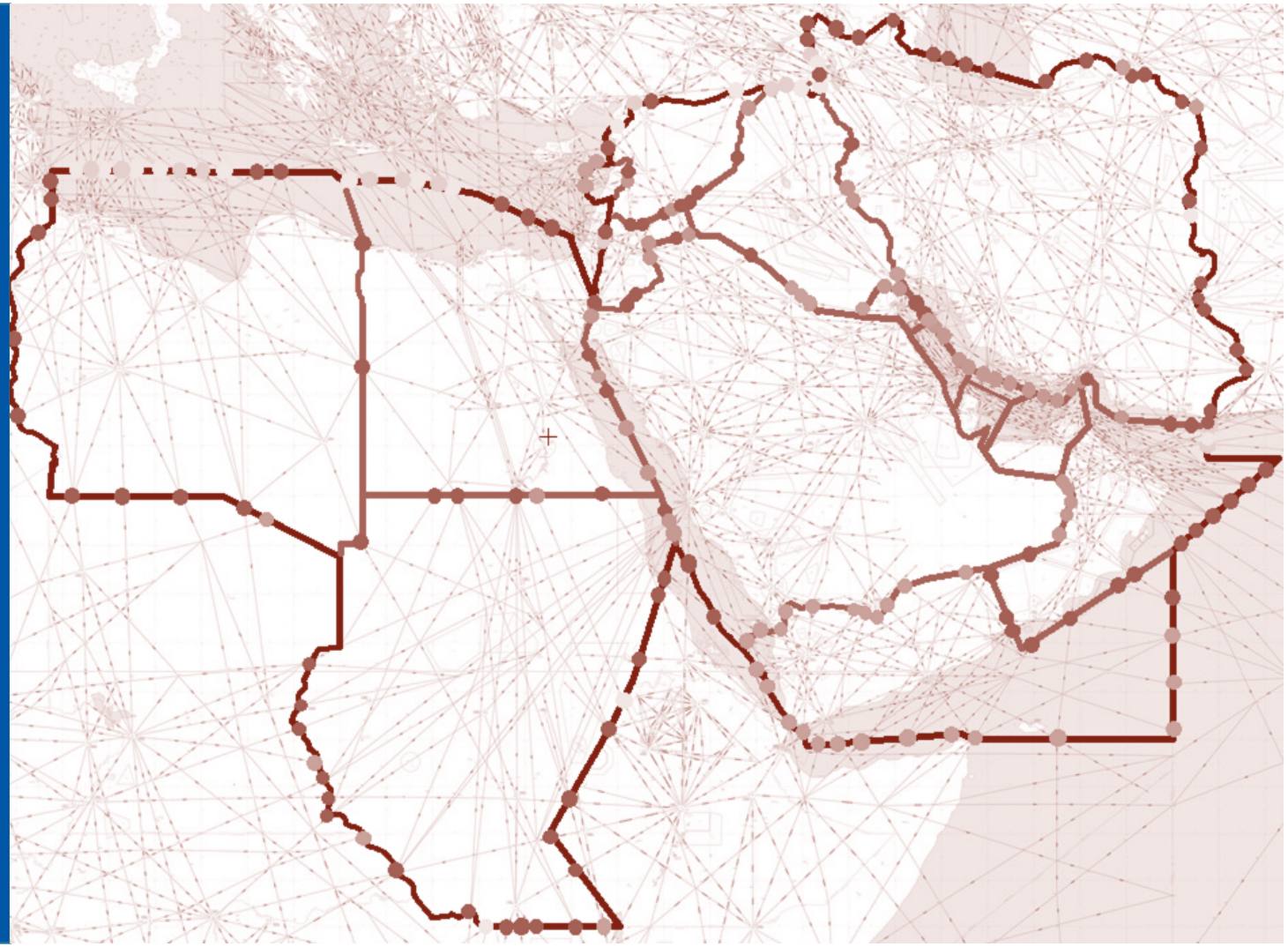
02

Unidirectional routes and FIR boundaries



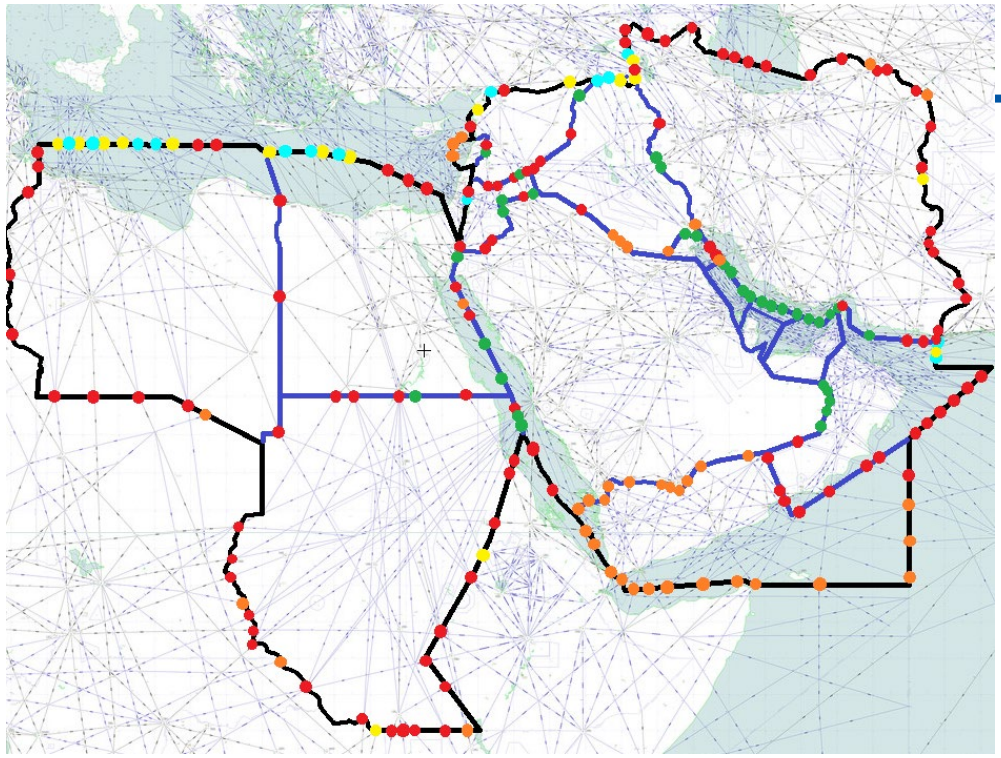
Unidirectional AWY and FIR Points

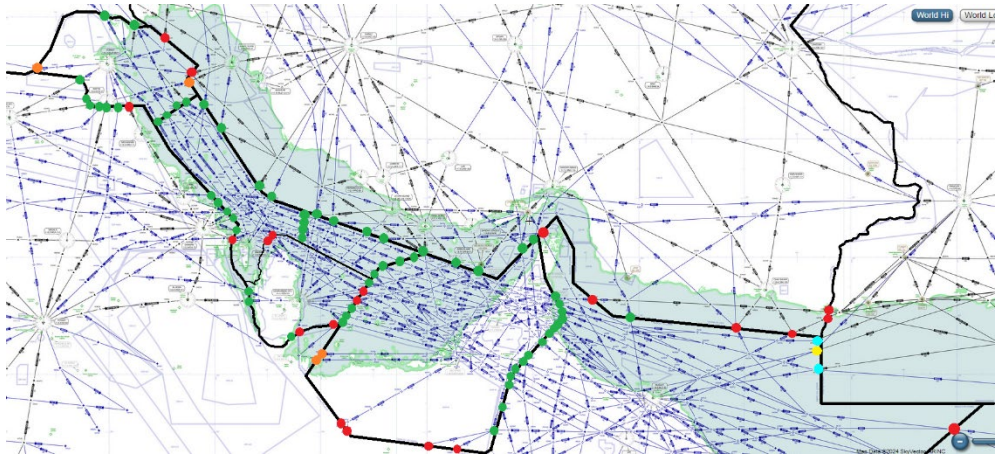
Total number of FIR boundary **points** in the MID region is **271**.

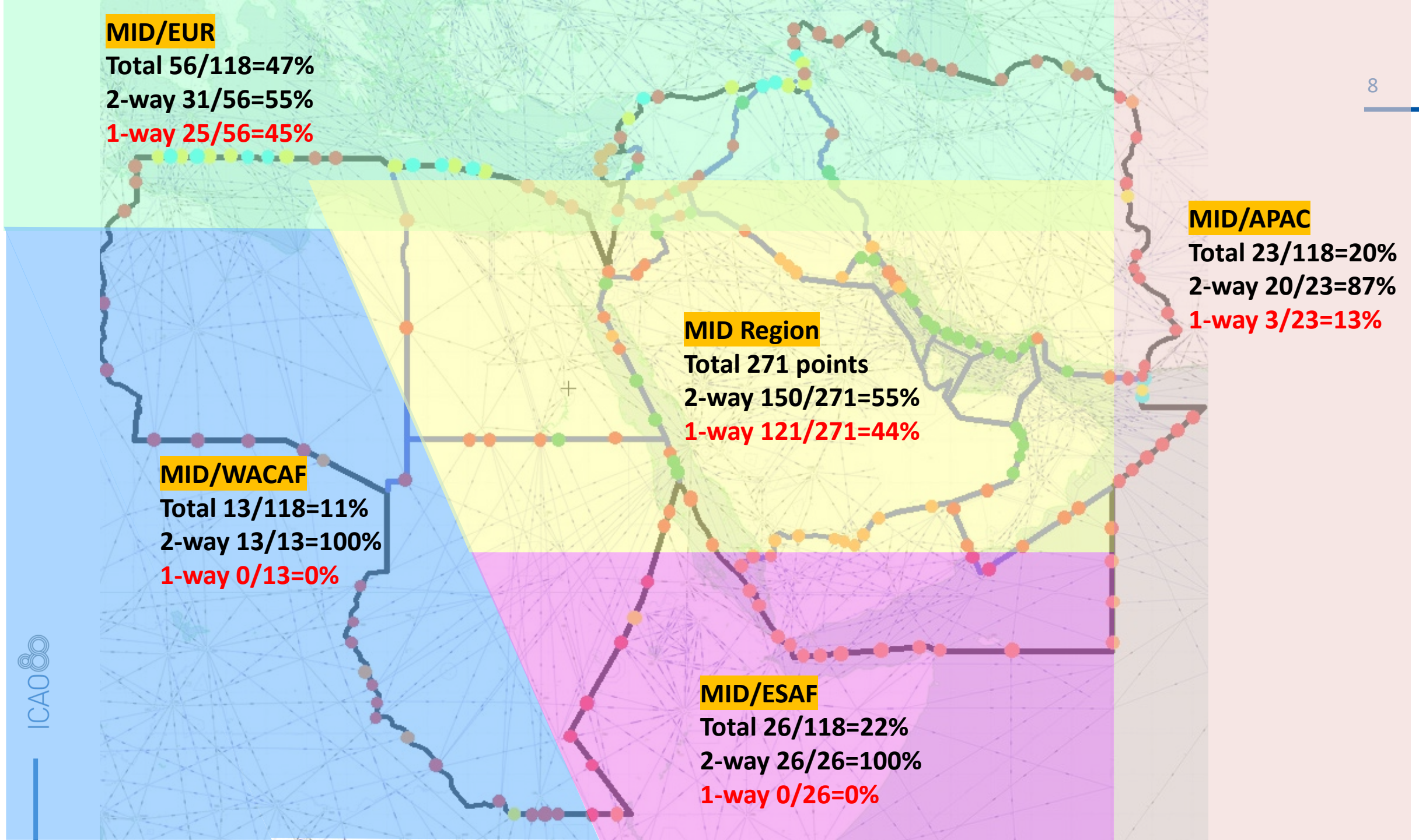
- **153/271** between **MID FIRs** (56%)
  - **One-way**, 93/153 (61%)
  - **Two-way**, 60/153 (39%)
- **118/271** between MID & **adjacent rejoins** (44%)
  - **One-way**, 28/118 (24%)
    - EUR, 25/28 (89%)
    - APAC, 3/28 (11%)
    - ESAF, 0/28 (0%)
    - WACAF, 0/28 (0%)
  - **Two-way**, 90/118 (76%)

Note 1: *distribution of* ***unidirectional routes*** *and* ***FIR points*** *in the* ***Gulf area*** *is 51/66 (77%).*

Note 2: from unidirectional routes/points EUR *is the most optimized interface 25/56 (45%).*

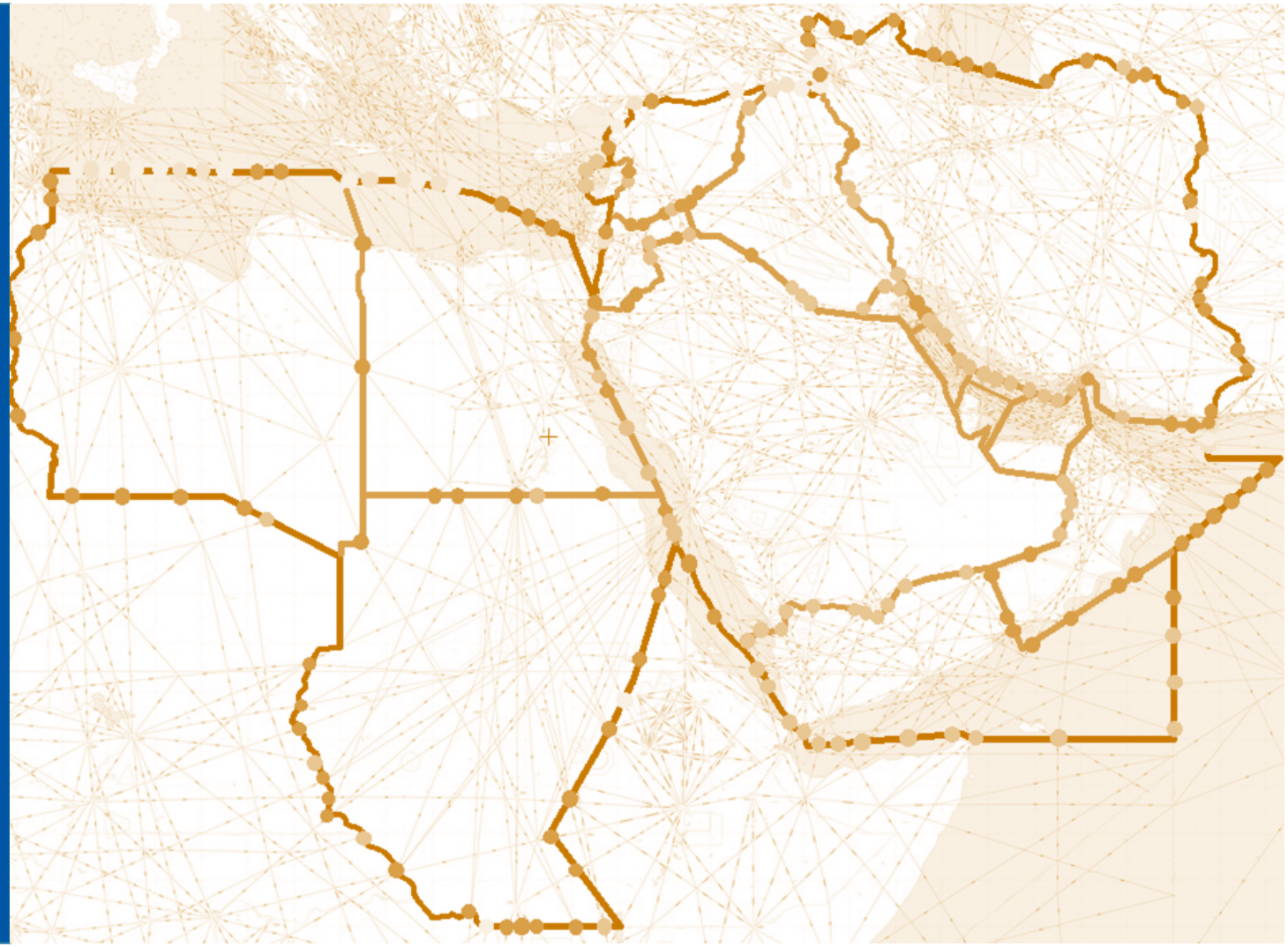





MID/EUR
Total 56/118=47%
2-way 31/56=55%
1-way 25/56=45%
MID/APAC
Total 23/118=20%
2-way 20/23=87%
1-way 3/23=13%
MID Region
Total 271 points
2-way 150/271=55%
1-way 121/271=44%
MID/WACAF
Total 13/118=11%
2-way 13/13=100%
1-way 0/13=0%
MID/ESAF
Total 26/118=22%
2-way 26/26=100%
1-way 0/26=0%

03

Project 30/10 implementation



Project 30/10: *Implementation of Reduction of Longitudinal Separation*

Total number of FIR boundary **points** in the MID region is **271**.

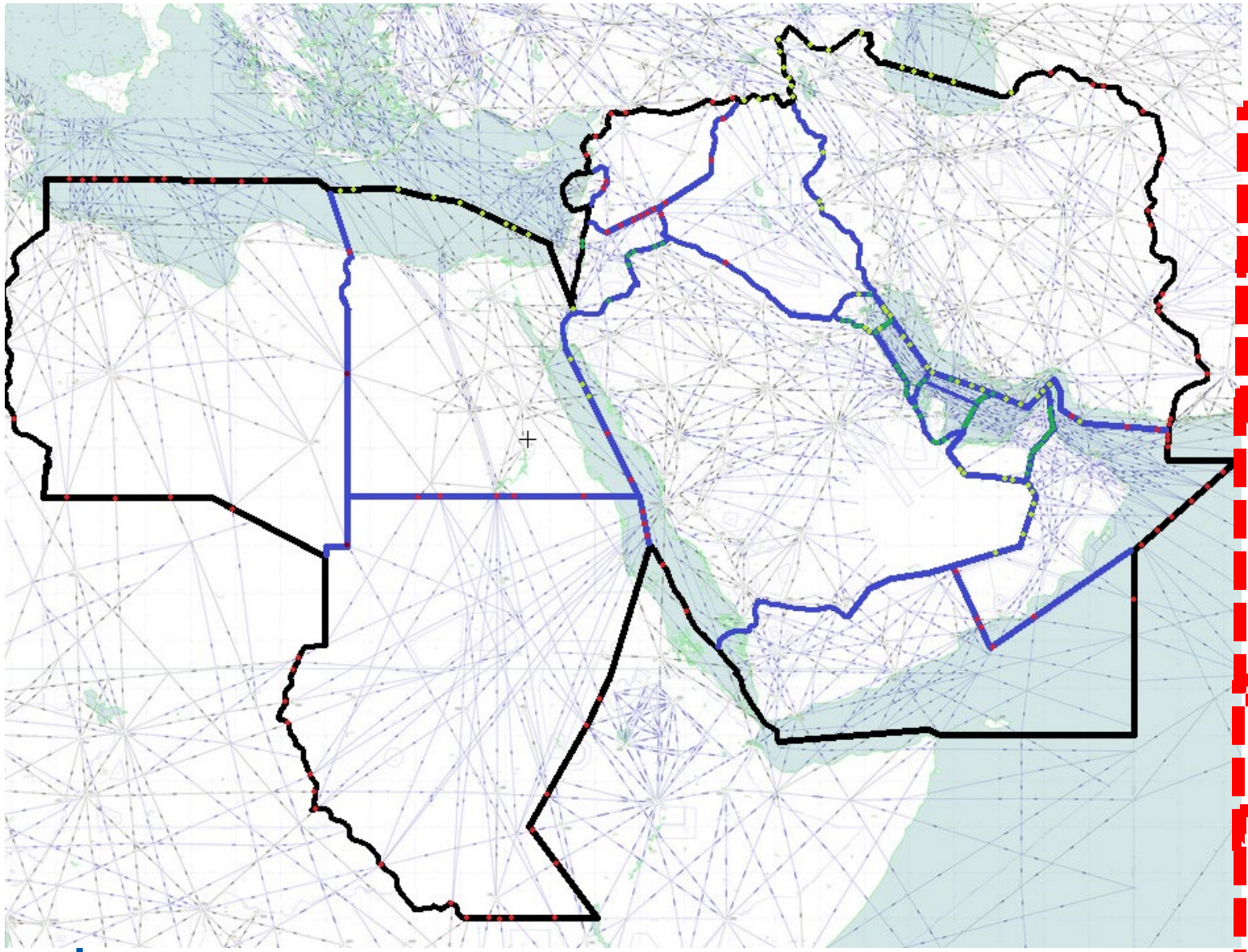
- **162/271** subject to **ATS Surveillance service** (60%)
  - **Separation 10 NM or less**, 63/162 (39%)
  - **Separation more than 10 NM**, 99/162 (61%)
  - **Only EUR/MID Separation 10 NM or less**, 2/63 (3%)

- **109/271** subject to **Procedural services** (44%)
  - **Separation 30 NM or less**, 0/109 (0%)
  - **Other regions/MID Separation 30 NM or less**, 0/109 (0%)
  - **Separation more than 30 NM**, 109/109 (100%)

Note 1: *implementation of* ***longitudinal separation 10 NM or less*** *in the* ***Gulf area*** *is 49/66 (74%).*

Note 2: *implementation of a* ***10 NM separation*** *between MID* ***region and other regional interfaces****, particularly those support the* ***main flows****, is* ***essential****.*

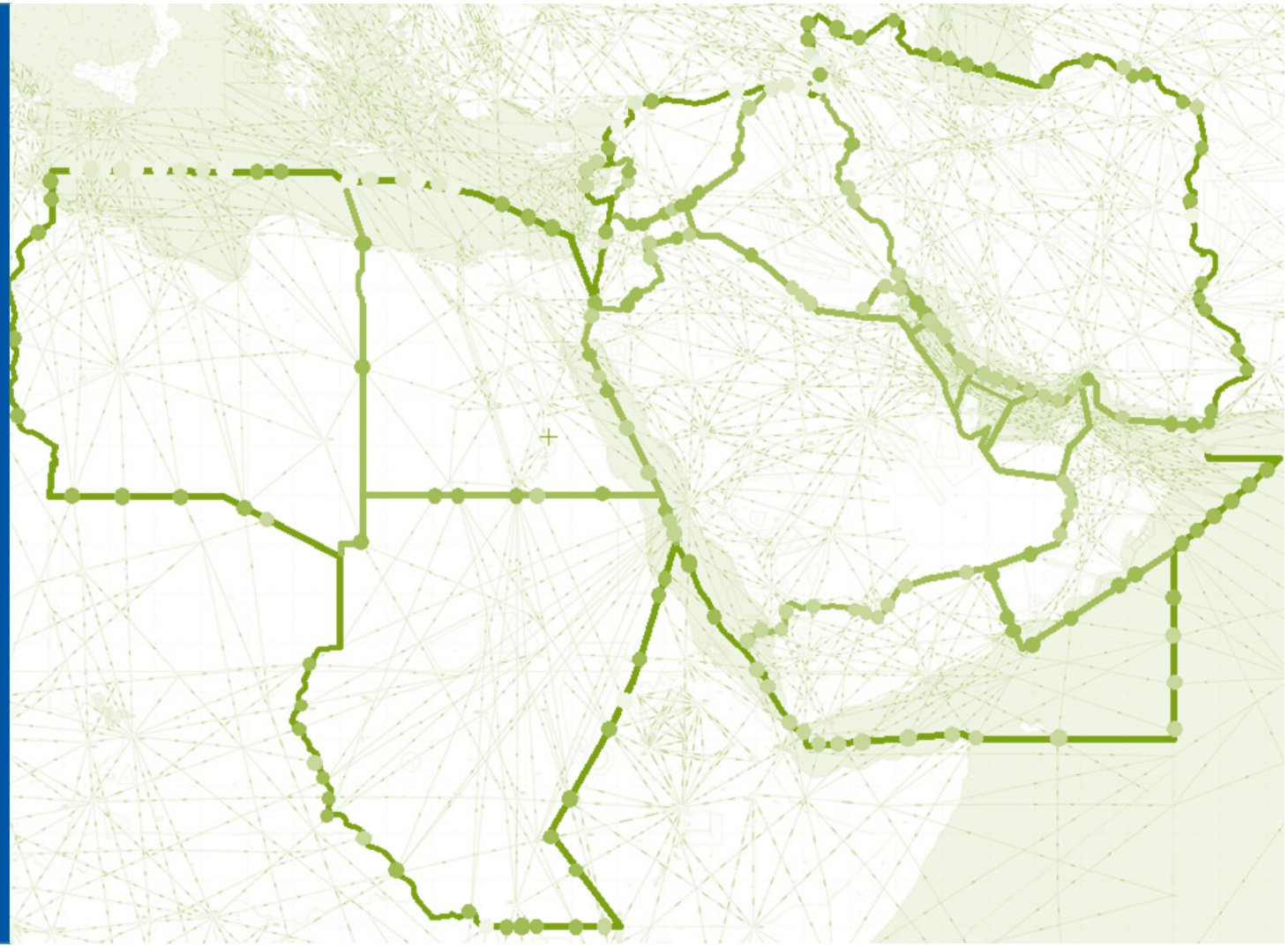
State A	State B	Number of FIR boundary point	Number of FIR points implemented Separation less than 10/30	
			Number of FIR points implemented separation 10 or less	Number of FIR points implemented separation 30 or less
Bahrain	Iran	7	0	
Bahrain	Kuwait	5	4	
Bahrain	Qatar	4	4	
Bahrain	Saudi Arabia	7	7	
Bahrain	UAE	4	4	
Egypt	Cyprus	3	0	
Egypt	Greece	6	0	
Egypt	Jordan	1	0	
Egypt	Libya	2		0
Egypt	Saudi Arabia	6	0	
Egypt	Sudan	5		0
Iran	Afghanistan	5		0
Iran	Armenia	1	0	
Iran	Azerbaijan	5	0	
Iran	Iraq	3	0	
Iran	Kuwait	3	0	
Iran	Oman	5	0	
Iran	Pakistan	6	0	
Iran	Qatar	4	1	
Iran	Türkiye	6	0	
Iran	Turkmenistan	6	0	
Iran	UAE	5	1	
Iraq	Jordan	1		0
Iraq	Kuwait	2	1	
Iraq	Saudi Arabia	1	1	
Iraq	Syria	3		0
Iraq	Türkiye	3	0	
Jordan	Israel	2	2	
Jordan	Saudi Arabia	7	7	
Jordan	Syria	5		0
Kuwait	Saudi Arabia	6	0	
Lebanon	Cyprus	5	0	
Lebanon	Syria	2		0
Libya	Algeria	1		0
Libya	Chad	4		0
Libya	Malta	11		0
Libya	Sudan	1		0
Libya	Tunis	3		0
Oman	India	6	0	
Oman	Pakistan	3	0	
Oman	Saudi Arabia	6	0	
Oman	UAE	15	15	
Oman	Yemen	7		0
Qatar	Saudi Arabia	4	4	
Qatar	UAE	11	11	
Saudi Arabia	Eritrea	2		0
Saudi Arabia	Sudan	3		0
Saudi Arabia	UAE	4	0	
Saudi Arabia	Yemen	14		0
Sudan	Congo	1		0
Sudan	Chad	7		0
Sudan	Eritrea	3		0
Sudan	Ethiopia	6		0
Sudan	Kenya	1		0
Sudan	Uganda	3		0
Syria	Cyprus	1		0
Syria	Türkiye	4		0
Yemen	India	3		0
Yemen	Eritrea	2		0
Yemen	Ethiopia	2		0
Yemen	Somalia	7		0



Interface	One-Way route/point	Separation 10 NM or less	Remark
APAC	3/23 (13%)	0/23 (0%)	Only separation over RASKI is 20 NM
ESAF	0/26 (0%)	0/26 (0%)	Separation never less than 80 NM
EURO	25/56 (45%)	2/56 (3%)	Only OSAMA and MOUAB between Amman & Tel Aviv implemented 10 NM separation
WACAF	0/13 (0%)	0/13 (0%)	Separation never less than 80 NM
Gulf area	51/66 (77%)	49/66 (74%)	Kuwait, Bahrain, Qatar, Saudi Arabia, UAE and Oman

04

Regional and inter-regional hotspots

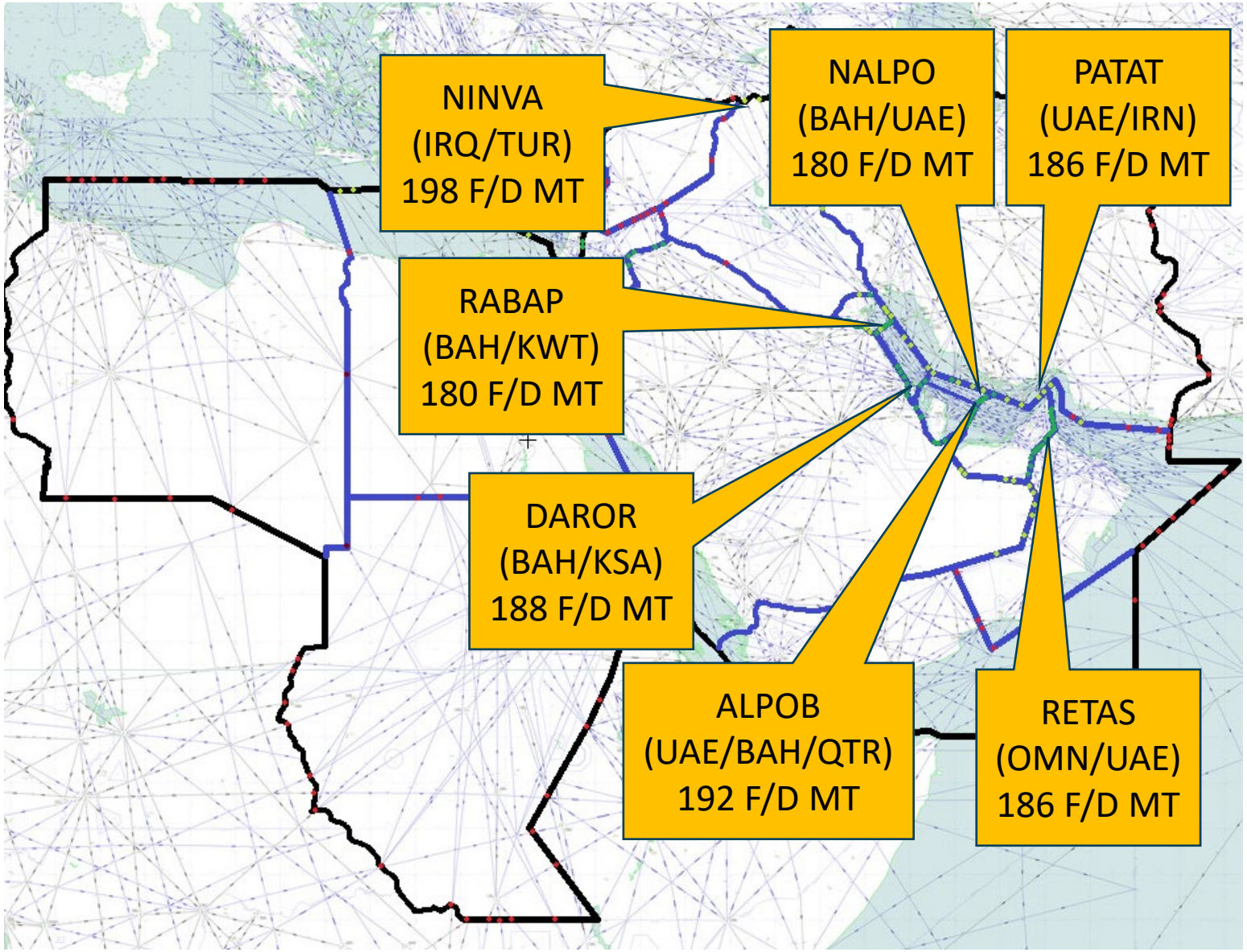


Since there is no specific criteria to categorize density of the operation in ICAO documents. This report has taken into account the following assumptions:

1) If operation at FIR point is **less than 50 movements per day,** it is regarded as **"VERY LOW (VL)"**;
2) If operation at FIR point is **equal or more than 50, but less than 100 movements**, it is regarded as **"LOW (L)"**;
3) If operation at FIR point is **equal or more than 100, but less than 150 movements**, it is regarded as **"LOW to MEDIUM (LM)"**;
4) If operation at FIR point is **equal or more than 150, but less than 180 movements**, it is regarded as **"MEDIUM (M)"**;
5) If operation at FIR point is **equal or more than 180, but less than 200 movements**, it is regarded as **"MEDIUM to HIGH (MH)"**;
6) If operation at FIR point is **equal or more than 200, but less than 250 movements**, it is regarded as **"HIGH (H)"**;
7) If operation at FIR point is **equal or more than 250,** it is regarded as **"SEVER (S)"**;

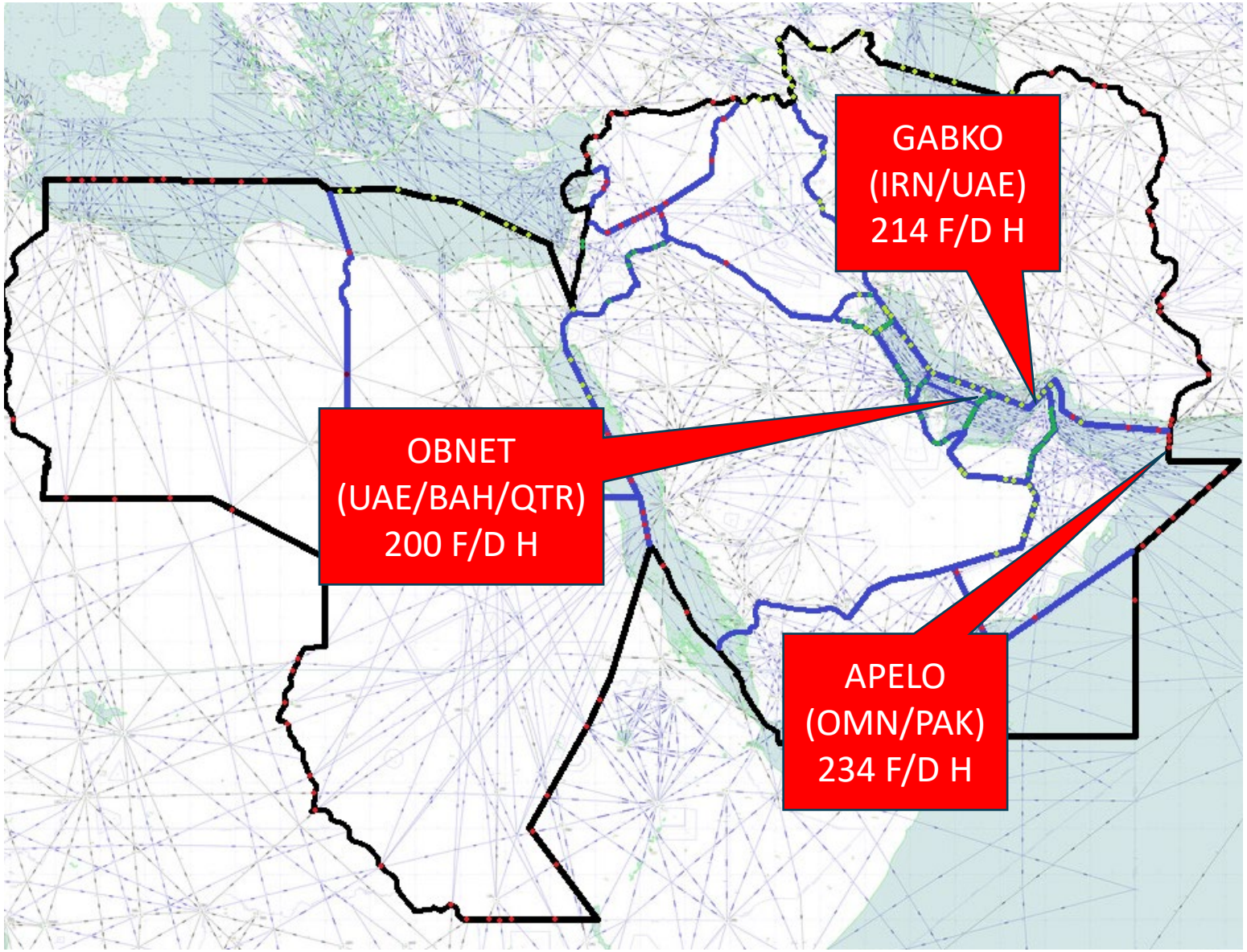
Medium to High traffic density at FIR points based on MIDRAM/TDS - 2025

POINT	States	F/D	Status
NINVA	IRQ/TUR	198	**MH**
ALPOB	UAE/BAH/ QTR	192	**MH**
DAROR	BAH/KSA	188	**MH**
RETAS	OMN/UAE	186	**MH**
PATAT	UAE/IRN	186	**MH**
NALPO	BAH/UAE	180	**MH**
RABAP	BAH/KWT	180	**MH**



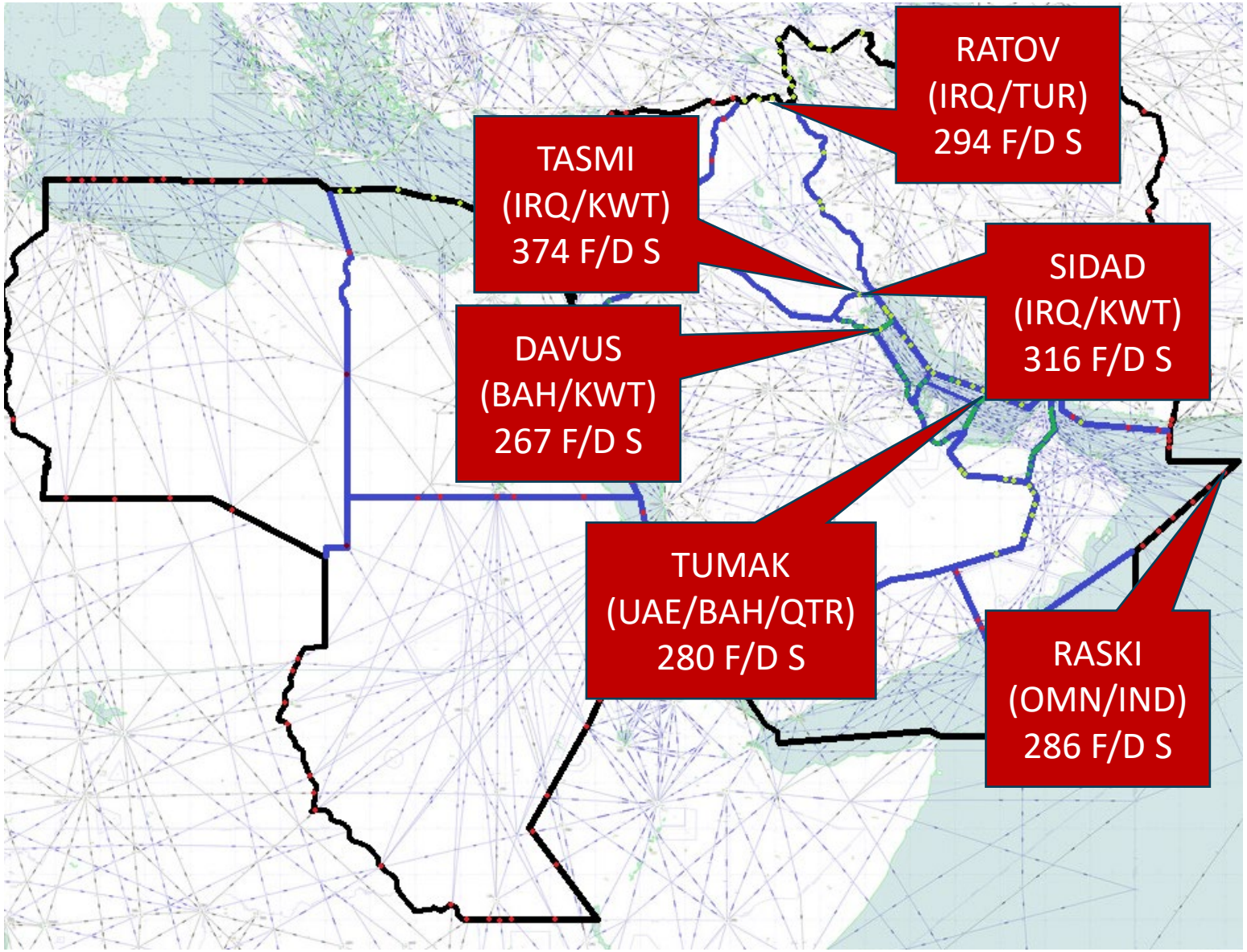
High traffic density at FIR points based on MIDRAM/TDS - 2025

POINT	States	F/D	Status
APELO	OMN/PAK	234	**H**
GABKO	IRN/UAE	214	**H**
OBNET	UAE/BAH/ QTR	200	**H**

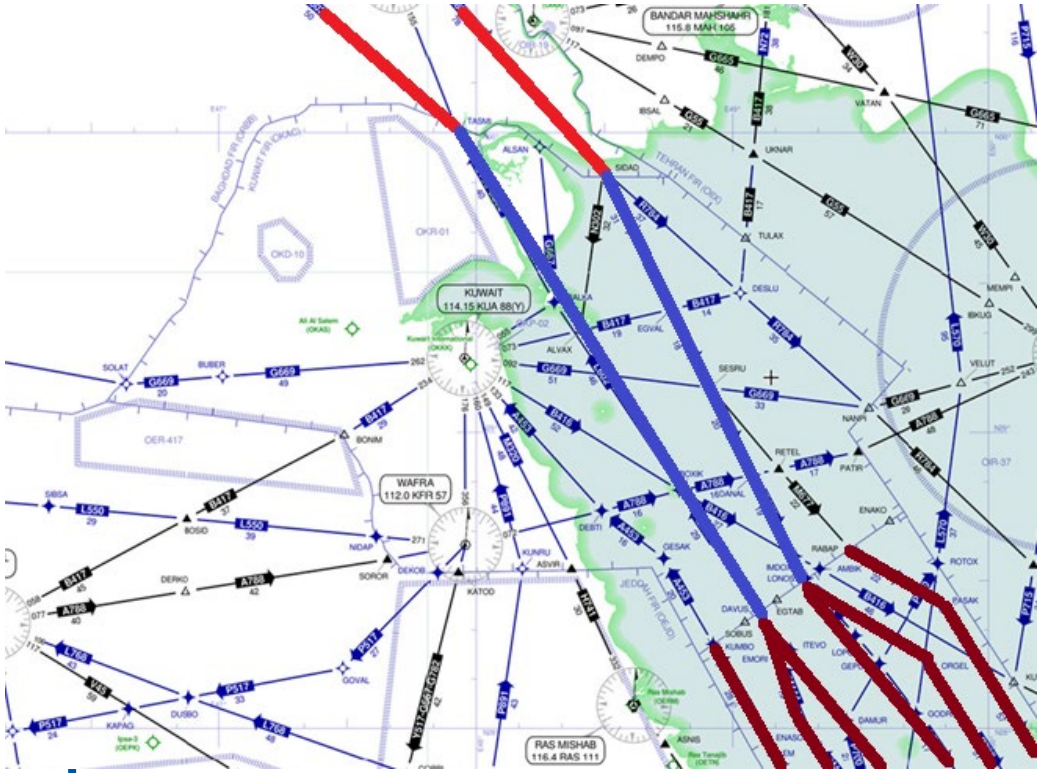


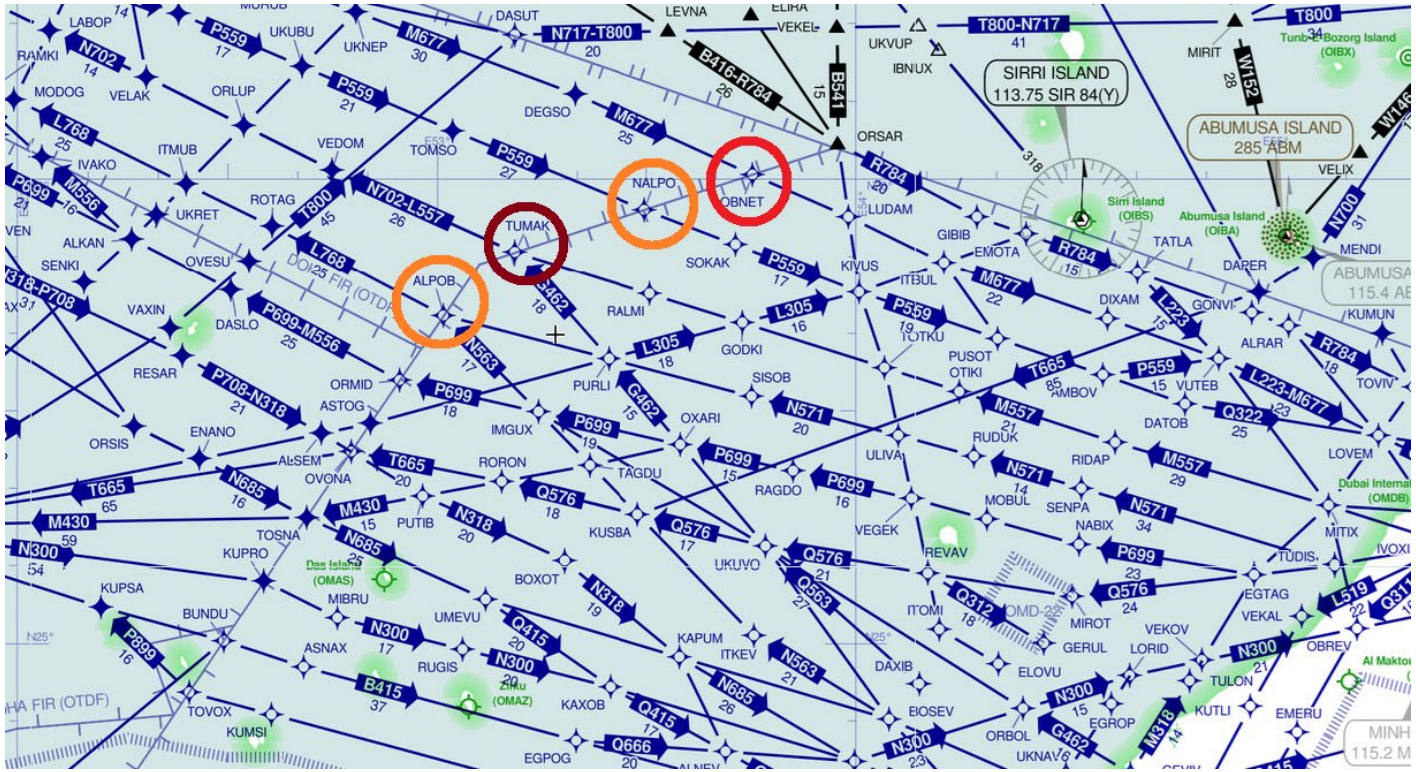
Medium-High traffic density at FIR points based on MIDRAM/TDS - 2025

POINT	States	F/D	Status
TASMI	IRQ/KWT	374	**S**
SIDAD	IRQ/KWT	316	**S**
RATOV	IRQ/TUR	294	**S**
RASKI	OMN/IND	286	**S**
TUMAK	UAE/BAH/ QTR	280	**S**
DAVUS	BAH/KWT	267	**S**

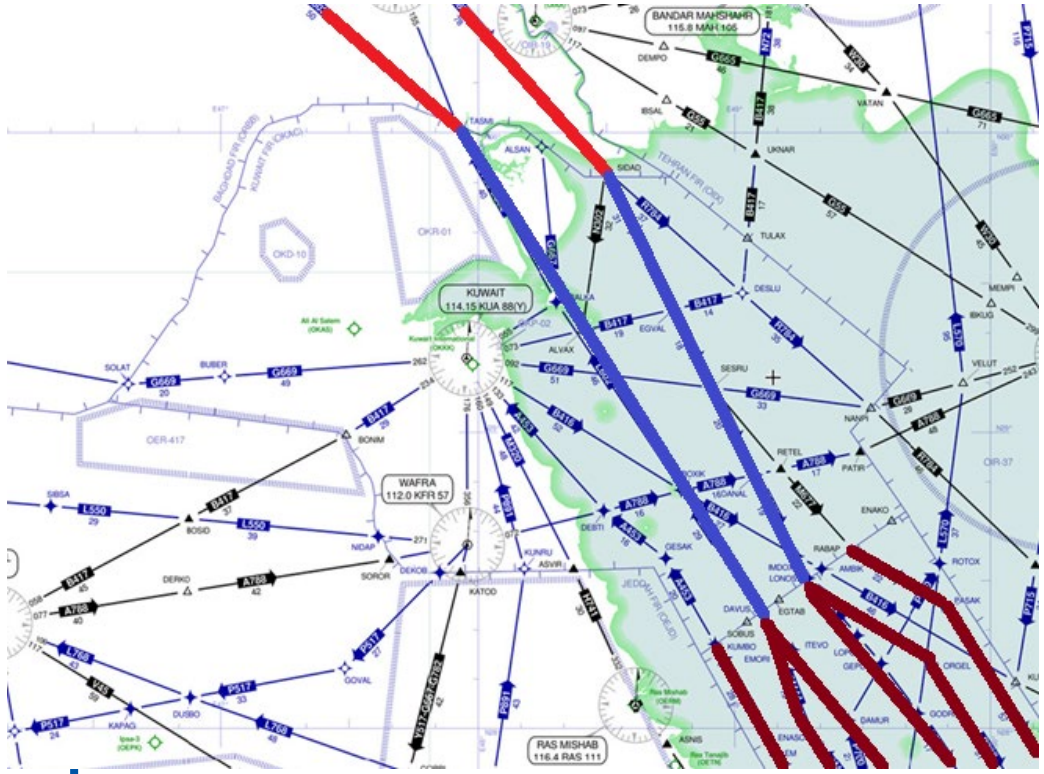


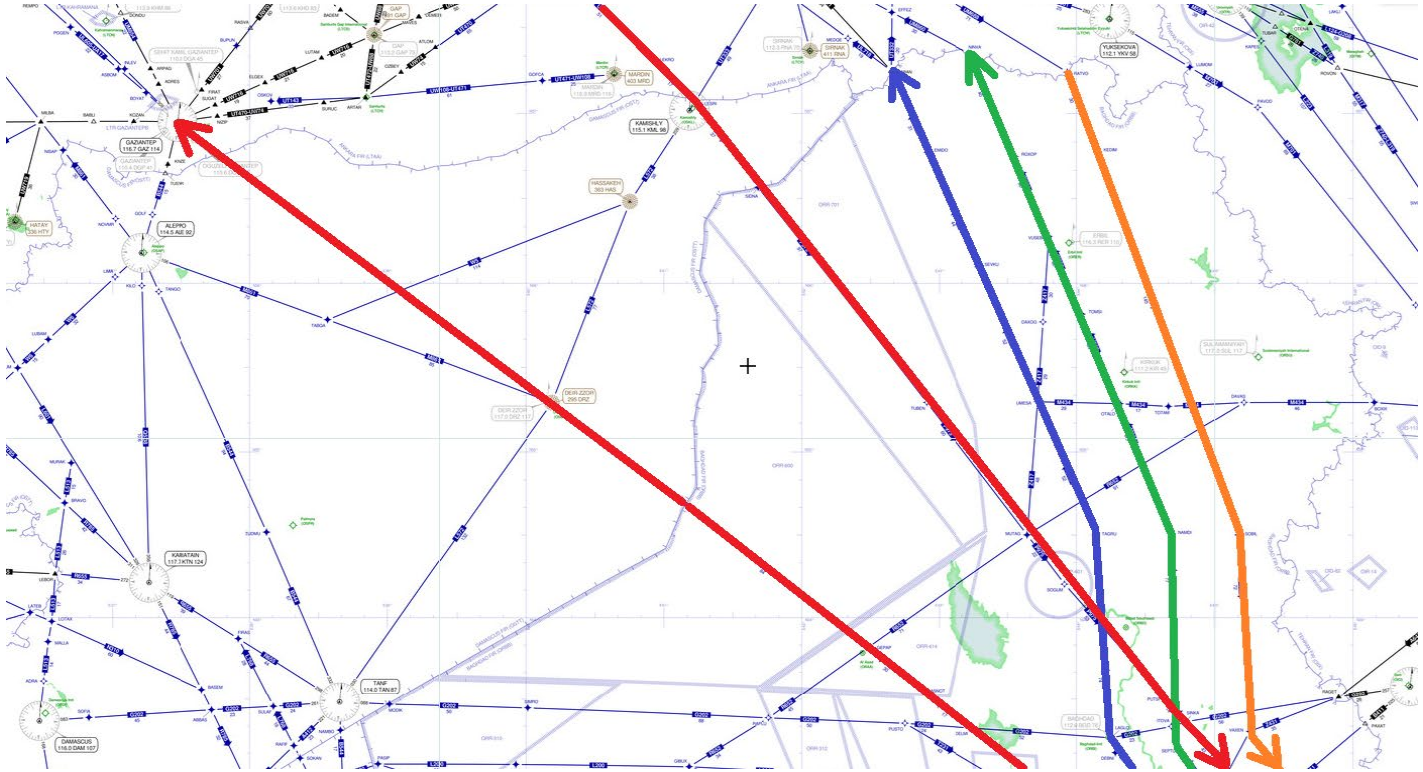
Bahrain	Kuwait					Saudi Arabia							UAE			
	KUMBO	DAVUS	LONOS	RABAP	AMBIK	DAROR	METLA	ULADA	ROTEL	LADNA	NARMI	DEMTA	TUMAK	ALPOB	NALPO	OBNET
Separation	10	20	10	10	10	10	10	10	10	10	10	10	8	8	8	8
Direction	1	1	1	1	1	1	2	1	1	2	2	2	1	1	1	1
From	BAH	BAH	KWT	KWT	KWT	KSA		BAH	KSA				UAE	UAE	BAH	BAH
No Traffic per day	49	267	124	180	1	188	1	178	17	44	1	1	280	192	180	200



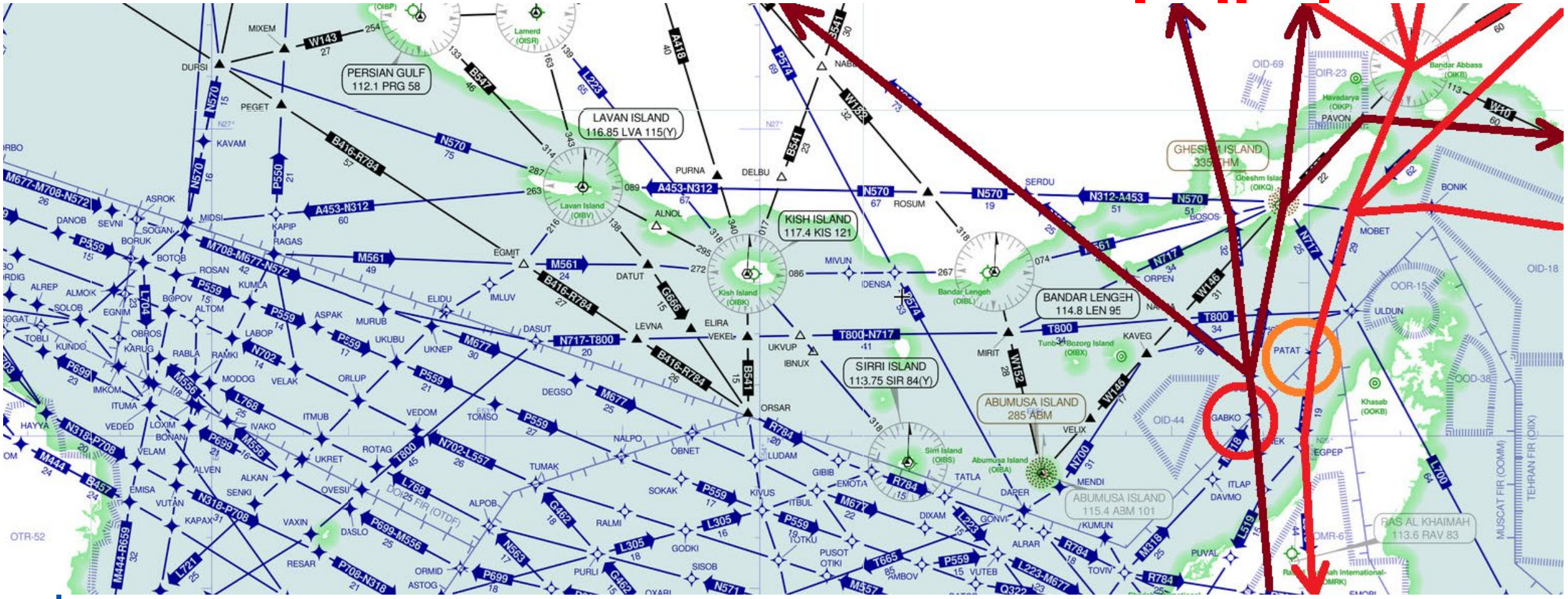


Iraq	Iran			Jordan	Kuwait		Saudi Arabia	Syria			Türkiye		
	PAXAT	RAGET	BOXIX	PASIP	SIDAD	TASMI	MURIB	MODIK	SIDNA	ELEXI	NINVA	KABAN	RATOV
Separation	20	20	20	80	10	20	10	80	80	80	20	20	20
Direction	1	1	2	2	1	1	2	2	1	1	1	1	1
From	IRQ	IRN			IRQ	KWT			SUR	IRQ	IRQ	IRQ	TUR
No Traffic per day	36	43	2	15	316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

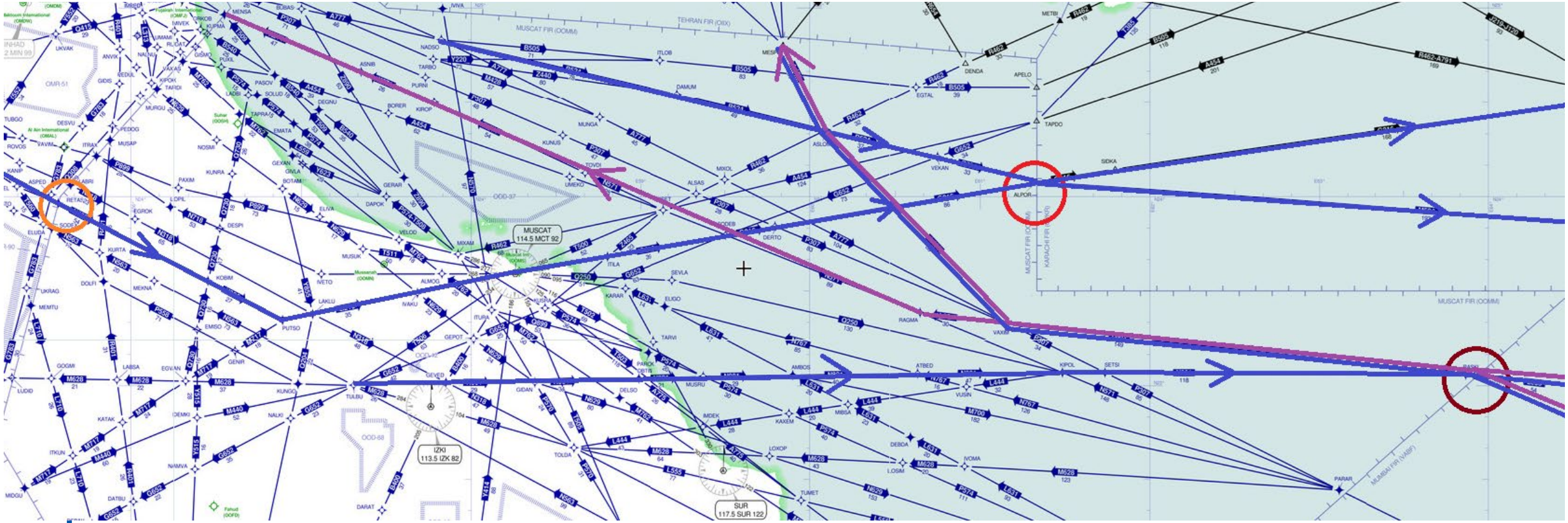




Iran	Pakistan						Türkiye						UAE				
	PIRAN	KEBUD	DERBO	ASVIB	EGRON	METBI	AGINA	DASIS	TESVA	BONAM	ALRAM	LUMON	GABKO	PATAT	ORSAR	SIR	DAPER
Separation	50	50	50	50	50	50	20	20	20	20	20	20	20	20	10	20	20
Direction	2	2	2	2	2	2	2	2	1	2	2	1	1	1	2	1	2
From									IRN			TUK	UAE	IRN		IRN	
No Traffic per day	5	27	31	105	10	16	45	112	15	122	18	7	214	186	172	3	1

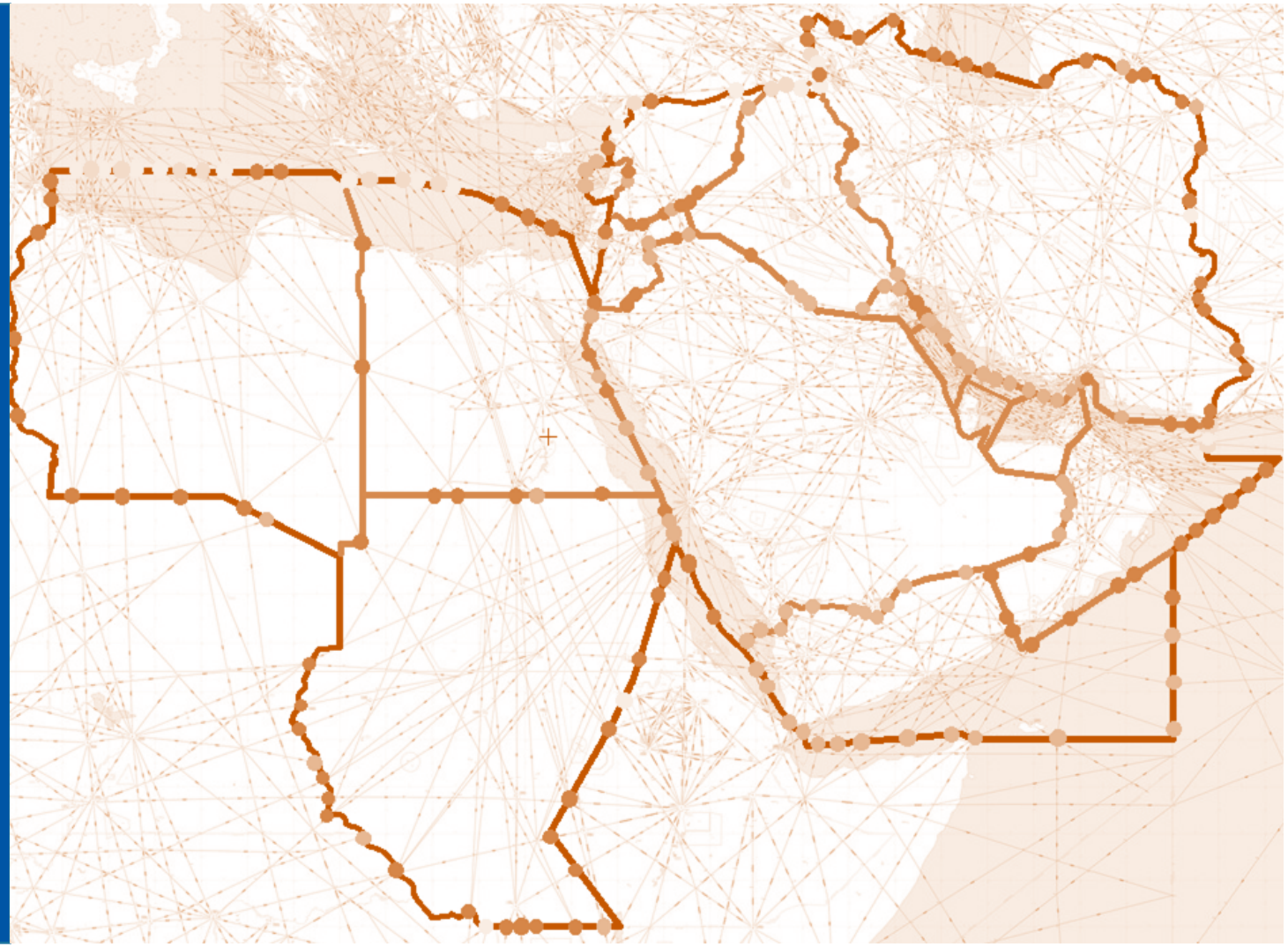


Oman	India						Pakistan			UAE						
	RASKI	PARAR	TOTOX	REXOD	LOTAV	KITAL	APELO	TAPDO	ALPOR	LALDO	GOMTA	TONVO	MENSA	PASOV	LABRI	RETAS
Separation	20	50	50	50	50	50	40	40	40	8	8	8	8	8	8	8
Direction	2	2	2	2	2	2	1	1	1	2	1	1	1	1	1	1
From							OMN	PAK	OMN		UAE	UAE	OMN	OMN	UAE	UAE
No Traffic per day	286	175	146	94	97	61	234	62	54	81	105	72	138	118	152	186



05

Large Height Deviation (LHD)



LHD report concerning the failure of coordination among adjacent ACCs within MID FIRs

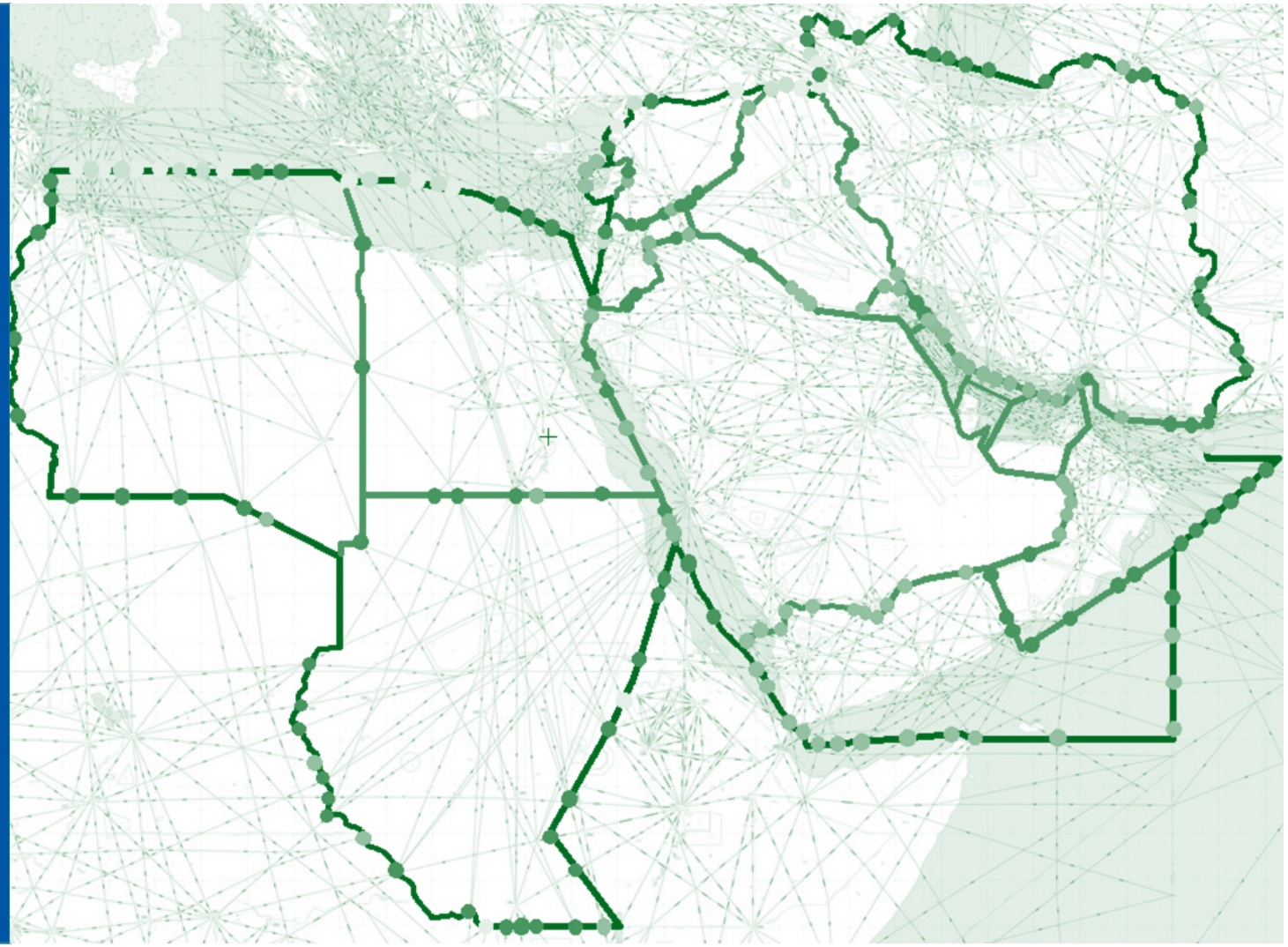
MID State	No. of reported LHDs in 2024	No. of related LHDs in 2024	Total number of LHD in 2024	No. of reported LHDs in 2025	No. of related LHDs in 2025	Total number of LHD in 2025
Bahrain	26	18	44	8	5	13
Egypt	12	14	26	9	3	12
Iran	0	5	5	0	3	3
Iraq	17	1	18	2	0	2
Jordan	0	1	1	0	2	2
Kuwait	0	14	14	0	1	1
Lebanon	0	0	0	0	0	0
Libya	0	1	1	0	0	0
Oman	136	61	197	83	95	178
Qatar	23	1	24	14	0	14
Saudi Arabia	23	143	266	11	59	70
Sudan	0	0	0	0	0	0
Syria	0	11	11	0	2	2
UAE	0	7	7	2	5	7
Yemen	358	17	375	337	8	345

LHD report concerning the failure of coordination among adjacent ACCs with adjacent regions

MID FIR	Related adjacent FIR in another region	No. related LHD in 2024	No. related LHD in 2025
Sana'a	Addis Ababa	85	148
Sana'a	Asmara	8	6
Sana'a	Djibouti	10	0
Sana'a	Mumbai	0	46
Muscat	Karachi	16	10
Muscat	Mumbai	118	60

06

Conclusions and recommendations



Hotspot	States	F/D	CAT	SEP	Direction	LHD	Other region	Recommendations
TASMI	IRQ/KWT	374	S	20	1	-	-	- Reduction of longitudinal separation - Optimize interface KWT/IRQ through implementation of RNAV 1 and establishment of unidirectional parallel airways - Establishment of AIDC/OLDI connection between Kuwait and Baghdad ACCs.
SIDAD	IRQ/KWT	316	S	10	1	-	-	- Optimize interface KWT/IRQ through implementation of RNAV 1 and establishment of unidirectional parallel airways - Establishment of AIDC/OLDI connection between Kuwait and Baghdad ACCs.
RATOV	IRQ/TUR	294	S	20	1	-	EURO	- Reduction of longitudinal separation - Implementation of RNAV 1 and establishment of unidirectional parallel airways - Reactivation of L602 (LOVEK-ELEXI) and P975 (SIDNA-MUTAG) - Establishment of AIDC/OLDI connection between Baghdad and Ankara ACCs.
RASKI	OMN/IND	286	S	20	2	-	APAC	- Reduction of longitudinal separation - Optimize interface between OMN & IND through establishment of unidirectional parallel airways - Establishment of AIDC/OLDI connection between Muscat and Mumbai ACCs.
TUMAK	UAE/BAH/ QTR	280	S	8	1	OLDI/AIDC connected	-	Further study to improve interface between UAE/BAH/QTR

Hotspot	States	F/D	CAT	SEP	Direction	LHD	Other region	Recommendations
DAVUS	BAH/KWT	267	S	20	1	OLDI/AIDC connected	-	- Reduction of longitudinal separation - Optimize interface KWT/IRQ and within Kuwait FIR through implementation of RNAV 1 and establishment of unidirectional parallel airways
APELO	OMN/PAK	234	H	40	1	-	APAC	- Reduction of longitudinal separation Establishment of AIDC/OLDI connection between Muscat and Karachi ACCs.
GABKO	IRA/UAE	214	H	20	1	AFTN EST messages	-	- Reduction of longitudinal separation - Optimization of interface between Iran and UAE is required - Establishment of AIDC/OLDI connection between Baghdad and Ankara ACCs.
OBNET	UAE/BAH/ QTR	200	H	8	1	OLDI/AIDC connected	-	Further study to improve interface between UAE/BAH/QTR
NINVA	IRQ/TUR	198	MH	20	1	-	EURO	- Reduction of longitudinal separation Implementation of RNAV 1 and establishment of unidirectional parallel airways - Reactivation of L602 (LOVEK-ELEXI) and P975 (SIDNA-MUTAG) Establishment of AIDC/OLDI connection between Baghdad and Ankara ACCs.
ALPOB	UAE/BAH/ QTR	192	MH	8	1	OLDI/AIDC connected	-	Further study to improve interface between UAE/BAH/QTR

Hotspot	States	F/D	CAT	SEP	Direction	LHD	Other region	Recommendations
DAROR	BAH/KSA	188	**MH**	10	1	-	-	- Further study to improve interface between BAH/KSA - Establishment of AIDC/OLDI connection between Bahrain and Jeddah/Riyadh ACCs.
RETAS	OMN/UAE	186	**MH**	8	1	OLDI/AIDC connected	-	Further study to improve interface between UAE/OMN
PATAT	IRA/UAE	186	**MH**	20	1	AFTN EST messages	-	- Reduction of longitudinal separation - Optimization of interface between Iran and UAE is required - Establishment of AIDC/OLDI connection between Baghdad and Ankara ACCs.
NALPO	UAE/BAH/ QTR	180	**MH**	8	1	OLDI/AIDC connected	-	Further study to improve interface between UAE/BAH/QTR
RABAP	BAH/KWT	180	**MH**	10	1	OLDI/AIDC connected	-	- Reduction of longitudinal separation - Optimize interface KWT/IRQ and within Kuwait FIR through implementation of RNAV 1 and establishment of unidirectional parallel airways

*However, the following points are still **within Medium density of traffic**, but those are the main points **accommodating regional and international flows during contingencies**. Consequently, it is **crucial to prioritize these points for further improvements**.*

Hotspot	States	F/D	CAT	SEP	Direction	LHD	Other region	Recommendations
ULADA	BAH/KSA	178	M	10	1	-	-	- Further study to improve interface between BAH/KSA - Establishment of AIDC/OLDI connection between Bahrain and Jeddah/Riyadh ACCs.
PARAR	OMN/IND	175	M	50	2	-	APAC	Reduction of longitudinal separation Optimize interface between OMN & IND through establishment of unidirectional parallel airways Establishment of AIDC/OLDI connection between Muscat and Mumbai ACCs.
RASDA	EGP/CYP	174	M	20	2	-	EURO	Reduction of longitudinal separation Optimization of interface between Egypt and Cyprus is required Establishment of AIDC/OLDI connection between Cairo and Nicosia ACCs.
ULINA	EGP/JRD	172	M	15	2	-	-	- Reduction of longitudinal separation - Optimization of interface between Egypt and Jordan is required - Establishment of AIDC/OLDI connection between Cairo and Amman ACCs.

Hotspot	States	F/D	CAT	SEP	Direction	LHD	Other region	Recommendations
ORSAR	IRN/UAE	172	M	10	2	AFTN EST messages	-	- Optimization of interface between Iran and UAE is required - Establishment of AIDC/OLDI connection between Baghdad and Ankara ACCs.
ANTAR	EGP/GRE	166	M	20	1	OLDI/AIDC connected	EURO	Reduction of longitudinal separation Further study to improve interface between EGP/GRE
DEESA	JRD/KSA	157	M	10	2	-	-	- Reduction of longitudinal separation - Optimization of interface between Jordan and Saudi Arabia is required - Establishment of AIDC/OLDI connection between Cairo and Nicosia ACCs.
LABRI	OMN/UAE	152	M	8	1	OLDI/AIDC connected	-	Further study to improve interface between OMN/UAE
TOTOX	OMN/IND	146	M	50	2	-	APAC	Reduction of longitudinal separation Optimization of interface between Oman and India is required Establishment of AIDC/OLDI connection between Baghdad and Ankara ACCs.
RASKA	KSA/ERI	136	M	80	2	-	ESAF	Reduction of longitudinal separation Optimization of interface between Saudi Arabia and Eritrea is required - Establishment of AIDC/OLDI connection between Jeddah/Riyadh and Asmara ACCs.

Thank You

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