International Civil Aviation Organization

MIDANPIRG/23 & RASG-MID/13 Meetings

(Cairo, Egypt, 14 – 18 June 2026)

Agenda Item 5.2: Global, Regional and National Air Navigation Plans (GANP, MID ANP and NANPs

PfAs to MID ANP Vol I & II

(Presented by the Secretariat)

SUMMARY

This paper presents the progress report of the following Proposal for Amendments:

1- Khartoum FIR/SRR in ANP Volume I, Parts I, IV and VI respectively related to Table GEN I-1, Table ATM I-1 and Table SAR I-1;
2- Cairo FIR optimization phase III in ANP Volume II, Part IV, Table ATM II-MID-1;
3- Egypt and Libya route structure changes at interface of Cairo and Tripoli FIRs in ANP Volume II, Part IV, Table ATM II-MID-1;
4- MD Air Navigation Plan Volume II, Part I, GEN, Table GEN II-1 – Homogeneous ATM areas and/or major traffic flows identified in the mid region; and
5- MD Air Navigation Plan Volume II, Part IV, Table ATM II-MID-3 – MID Region AIDC/OLDI applicability area.

Action by the meeting is at paragraph 3.

REFERENCE

- MSG/6 meeting (Cairo, Egypt, 3-5 December 2018);
- ATM SG/11 (Abu Dhabi, UAE, 19-23 October 2025);
- TANSD/4 (Cairo, Egypt, 16 – 18 May 2017); and
- SSS-TF, Technical Coordination Meeting (Nairobi, Kenya, 19 November 2025).

1. INTRODUCTION

1.1 ANP Volume I contains stable plan elements whose amendment necessitates approval by the Council such as the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services in accordance with Article 28 of the Convention on International Civil Aviation (Doc 7300); and the current to medium term mandatory regional requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements and requirements specific to the region which are not covered in the

ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS). The material to be included in Volume I should minimise the requirement for frequent amendments.

1.2 ANP Volume II contains dynamic plan elements material related to the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services and the current to medium term mandatory regional requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements involving the relevant PIRG. The amendment of these elements does not require approval by the Council.

2. DISCUSSION

Khartoum FIR/SRR-MID ANP Volume I

2.1 South Sudan became a member of ICAO on 10 November 2011. Since then, both South Sudan and Sudan have been discussing the establishment of Juba FIR/SRR, and ultimately the changes to the dimensions of Khartoum FIR/SRR. The description of FIRs/SSRs in **Appendix A** has been part of coordinated activities between the States concerned under the auspices of the ICAO Eastern and Southern African and Middle Eastern Regional Offices.

2.2 This proposed amendment to the ICAO AFI and MID ANPs, Volume I, originates from the Task Force on Air Navigation Services and Delineation of Khartoum FIR (TANSD) and South Sudan-Sudan Task Force (SSS-TF), established to strengthen cooperation for enhanced safe and efficient provision of air navigation services, in response to the growing civil aviation sectors in South Sudan and Sudan. The delineation of the proposed Juba FIR/SRR has been determined on the basis of technical and operational considerations arising from the TANSD and SSS-TF, with the aim of ensuring safety and optimizing efficiency and economy for both providers and users of the services.

2.3 Based on the above, South Sudan and Sudan conducted the required coordination meetings with their adjacent FIRs to verify and validate the common FIR boundary description, including coordinates. As reported by both States, this process has been completed. Furthermore, coordination between the ICAO MID and ESAF Offices, as well as ICAO Headquarters (ANB, ATM Section), has been carried out, and the standard PfA process has been duly initiated.

Cairo FIR optimization project, Phase III-MID ANP Volume II

2.4 The Proposal for Amendment (PfA) at **Appendix B** has been developed in accordance with Phase III of the Cairo FIR optimization Project, encompassing revisions to the ATS route network within the Cairo FIR. The proposed modifications, designed and submitted by Egypt, are intended to enhance the overall performance of the route network in terms of efficiency, capacity, and availability, while improving traffic flow management within the Region. These enhancements are expected to deliver measurable operational benefits to airspace users by enabling more direct routings, thereby reducing flight track miles, fuel consumption, and associated CO_2 emissions. In addition, the revised route structure will increase tactical, pre-tactical and strategic flight planning flexibility, facilitating more effective responses to meteorological conditions, airspace constraints, and other operational contingencies.

Egypt and Libya ATS route restructuring at common boundary-MID ANP Volume II

2.5 The PfA at **Appendix C** has been jointly submitted by Egypt and Libya in response to airspace user requirements for the establishment of more efficient ATS routes to improve connectivity between major hubs in the MID Region and States in Western Africa. The proposed route network

enhancements have been developed with the objective of improving the efficiency, capacity, and availability of the ATS route structure, thereby delivering tangible operational benefits to airspace users in the Region. In particular, the introduction of new bidirectional route options is expected to enable more direct routings, resulting in reduced flight track miles, consequent fuel savings, and associated reductions in emissions. Additionally, the revised route structure will enhance flight planning flexibility and support more efficient utilization of the regional airspace.

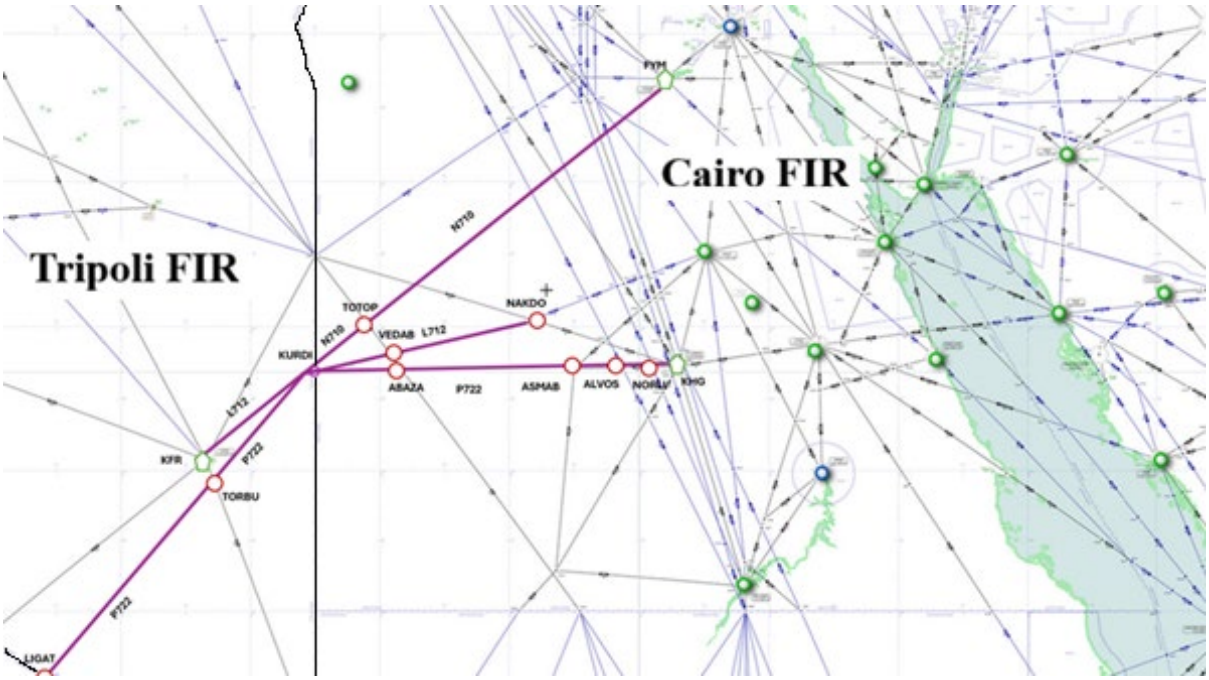

TABLE GEN II-1 - Homogeneous ATM areas -MID ANP Volume II

2.6 As part of the ATM Sub-Group (ATM SG) work programme, ANP Volume II was reviewed during the ATM SG/11 meeting, wherein it was identified that the content of Table GEN II-1, related to homogeneous ATM areas and/or major traffic flows, was outdated. Accordingly, the required amendments were developed, discussed, and agreed upon during the Airspace Management Working Group meetings (ASM WG/3 and ASM WG/4). Based on these deliberations, a draft Proposal for Amendment (PfA) at **Appendix D**, was developed on behalf of the ATM SG to update Table GEN II-1 by incorporating the latest developments in traffic flows within the MID Region, as well as the establishment of the Doha FIR for planning purposes.

TABLE ATM II-MID-3 –AIDC/OLDI APPLICABILITY AREA -MID ANP Volume II

2.7 The Sixth Meeting of the MIDANPIRG Steering Group (MSG/6) originated PfA MID-II 19/01 to incorporate AIDC/OLDI connections, based on defined Priority 1 applicability areas, into MID ANP Volume II as a regional requirement. This initiative was driven by the recognized benefits of AIDC/OLDI implementation in enhancing coordination between ATS units, reducing controller workload, and minimizing missed coordination. The PfA was subsequently processed and approved for implementation.

2.8 Subsequently, ATM SG/11 identified that the previously defined Priority 1 applicability areas required further refinement to include additional interconnections among Area Control Centers (ACCs). In this context, a set of criteria, as outlined below, was agreed upon by ATM SG/11. Accordingly, a draft PfA, at **Appendix E**, was developed to revise the applicability areas and update MID ANP Volume II:

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.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the progress of PfAs at **Appendices A**, **B** and **C**; and

b) agree to process the draft PfAs at **Appendices D** and **E**, in accordance with standard procedure.

APPENDIX A

PROPOSAL FOR AMENDMENT OF THE AIR NAVIGATION PLANS – AFRICA-INDIAN OCEAN AND MIDDLE EAST REGIONS, VOLUME I

(Serial No.: AFI/MID-I-18/02 – ATM/SAR)

a) Plan: Air Navigation Plans (ANP) – Africa-Indian Ocean Region (*Doc 7474*), and ANP – Middle East Region (*Doc 9708*) s, Volume I

b) Proposed amendment: Editorial note: Amendments are arranged to show "deleted text" using strikeout (~~text to be deleted~~), and "added text" with grey shading (text to be inserted).

1. ***Amend,*** the list in the AFI ANP, Volume I, Table GEN I-1 to replace Khartoum FIR by Juba FIR.

2. ***Add*** the Juba Flight Information Region (FIR) and Juba Search and Rescue Region (SRR) to the AFI ANP Volume I, Table ATM I-1 and Table SAR I-1, respectively, (cf. Charts: ATM I-1 and SAR I-1) in accordance with the following:

10°08'42"N 023°30'00"E
09°30'40"N 030°48'42"E
then follow a clockwise arc of a circle at a radius of 50 NM centered on 09°33'48"N 031°39'12"E (MLK)
10°19'38"N 032°00'00"E
10°32'54"N 034°31'45"E
08°00'00"N 033°00'00"E
04°00'00"N 036°00'00"E
04°00'00"N 034°05'00"E
04°00'00"N 030°45'00"E
then follow the sovereign boundary between South Sudan and the Democratic Republic of Congo, then follow the sovereign boundary between South Sudan and the Central African Republic to
08°00'00"N 024°58'00"E
Then follow the sovereign boundary between South Sudan and the Central African Republic to
10°08'42"N 023°30'00"E.

Vertical limits: SFC to UNL

3. ***Amend*** the Khartoum FIR and SRR boundaries in MID ANP Volume I Table ATM I-1 and Table SAR I-1, (cf. Charts: ATM I-1 and SAR I-1) in accordance with the following:

22°00'00"N 025°00'00"E
22°00'00"N 038°00'00"E
20°00'00"N 038°30'00"E
13°00'00"N 036°00'00"E

10°32'54"N 034°31'45"E
10°19’38"N 032°00'00"E
Then follow a counterclockwise arc of a circle at a radius of 50 NM centered on 09°33’48”N 031°39’12”E (MLK)
09°30'40"N 030°48'42"E
10°08'42"N 023°30'00"E
then follow the sovereign boundary between Sudan and the Central African Republic, then the sovereign boundary between Sudan and Chad to
~~15°40'00"N, 024°00'00"E~~
~~15°41'00"N, 024°00'00"E~~
15°42'12"N 023°59'21"E
15°42'27"N 024°00'00"E
19°30'00"N 024°00'00"E
20°00'00"N 024°00'00"E
20°00'00"N 025°00'00"E
22°00'00"N 025°00'00"E.
~~08°00’00”N 033°00’00”E~~
~~04°00’00”N 036°00’00”E~~
~~04°00’00”N 034°05’00”E~~
~~04°00’00”N 030°45’00”E~~
~~thence along the national boundary of South Sudan and Democratic Republic of the Congo (DRC) and Republic of Congo~~
~~08°00'00"N, 024°58'00"E~~
~~thence along the national boundary of South Sudan and Republic of Congo and Central African Republic~~

Vertical limits: SFC to UNL

c) **Originated by:** South Sudan and Sudan

d) **Originator’s reasons for amendment**:

1) South Sudan became a member of ICAO on 10 November 2011. Since then, both South Sudan and Sudan have been discussing the establishment of Juba FIR/SRR, and ultimately the changes to the dimensions of Khartoum FIR/SRR. The description of FIRs/SSRs herein has been part of coordinated activities between the States concerned under the auspices of the ICAO Eastern and Southern African and Middle Eastern Regional Offices.

2) This proposed amendment to the ICAO AFI and MID ANPs, Volume I, originates from the Task Force on Air Navigation Services and Delineation of Khartoum FIR (TANSD) and South Sudan-Sudan Task Force (SSS-TF), established to strengthen cooperation for enhanced safe and efficient provision of air navigation services, in response to the growing civil aviation sectors in South Sudan and Sudan. The delineation of the proposed Juba FIR/SRR has been determined on the basis of technical and operational considerations arising from the TANSD and SSS-TF, with the aim of ensuring safety and optimizing efficiency and economy for both providers and users of the services.

3) Establishment of Juba FIR/SRR will define the area of responsibility of South Sudan in discharging its obligations related to the ICAO SARPs and regional requirements for the provision of air navigation services.

e) **Intended date of implementation**: Upon approval by the Council, South Sudan and Sudan will mutually agree on the implementation date, considering the required transition period and after completion of the appropriate letters of agreement.

f) **Proposal circulated to following States and organizations:**

Algeria
Angola
Argentina
Australia
Bahrain
Belize
Benin
Botswana
Brazil
Burkina Faso
Burundi
Cabo Verde
Cameroon
Canada
Central African Republic
Chad
China
Colombia
Comoros
Congo (Republic of)
Congo (Democratic Republic of)
Cuba
Djibouti
Egypt
Ecuador
Equatorial Guinea
Eritrea
Eswatini
Ethiopia
France
Gabon
The Gambia
Germany
Ghana
Guinea
Guinea-Bissau
Côte d'Ivoire
Denmark
India
Iran, Islamic Republic of
Iraq
Israel
Italy
Japan
Jordan
Kenya
Korea Republic of
Kuwait
Lebanon
Lesotho
Liberia
Libya
Madagascar
Malawi
Malaysia
Mali
Mauritania
Mauritius
Mexico
Morocco
Mozambique
Namibia
Niger
Nigeria
Oman
Poland
Qatar
Russian Federation
Rwanda
Sao Tome and Principe
Saudi Arabia
Senegal
Seychelles
Sierra Leone
Singapore
Somalia
South Africa
South Sudan*
Spain
Sudan*
Syrian Arab republic
Switzerland
Tanzania
Togo
Tunisia
Uganda
United Arab Emirates
United Kingdom
United Republic of Tanzania
United States
Uruguay
Yemen
Zambia
Zimbabwe

International Organizations:
ACAO
AFCAC
ASECNA
IATA
IFALPA
IFATCA

**For information only*

g) **Secretariat's comments:** The proposed delineation of the Juba and Khartoum FIRs and SRRs is based on the current approved dimensions by the ICAO Council of Khartoum FIR/SRR and the coordination with the States adjacent to South Sudan and

Sudan; and in line with the intent of Assembly Resolution A42-9 — *Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation*, Appendix G — *Delineation of air traffic services (ATS) airspaces*. Furthermore, the alignment of FIRs and SRRs boundaries in this proposal is consistent with the Recommendation of Annex 12 — *Search and Rescue*, stating that SRRs should, in so far as practicable, be coincident with corresponding FIRs.

APPENDIX B

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

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

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

b) **Proposed amendment:** **Part IV – ATM – [TABLE ATM II-MID-1] – MID REGION ATS ROUTE NETWORK**

Editorial note: Amendments are arranged to show "deleted text" using strikeout (~~text to be deleted~~), and "added text" with grey shading (text to be inserted).

1) Amend requirements for ATS routes M305, M720, L323, N710, P554
2) Add requirements for ATS routes N4, N139, P716

TABLE ATM II-MID-1 MID REGION ATS ROUTE NETWORK

Designator	LOWER/UPPER AIRSPACE Significant Points
1	2
M305	DARUR 315156N 0311956E *Note 7 (DARUR-AMMAR) MELDO 320201N 0310406E AMMAR 33374100N 029185400E
M720	METRU 340000N 0250900E *Note 7 (METRU - ALVAN) IMSEN 315339N 0274839 NOKLO 304928.60N 0290503.96E MODID 304337.81N 0291153.41E KARAM 303724.75N 0291907.40E EMESO 293127N 0303423E ALSEN 290141.94N 0311528.87E KAVEM 281510.48N 0321340.30E DAXOD 273406.76N 0333748.80E EMEKA 271836.99N 0341423.60E ALVAN 270308.29N 0345651.19E SILKA 263400N 0352900E
L323	KUFRA (KFR) 2410.69 N 2318.90 E *Note 7 (KFR - KHG) KURDI 252104N 0250000E ABAZA 252339.38N 0262115.01E ASMAB 252632.78N 0290012.40E ALVOS 252650.40N 0294443.45E NORLI 252654.51N 0301154.98E ELKHARGA (KHG) 252654N 0303527E

N4	(ALROS ----------) SALUN 340000N 0242700E *Note 7 (SALUN - ALVAN) KUPOX 321834N 0273710 GEROP 315130N 0282504E ALVEV 312414N 0291139E CAIRO (CVO) 300532N 0312318E GIDID 281300N 0333806E ALVAN 270308.29N 0345651.19E
N139	(KARPATHOS (KPC) 352531N 0270881E) *Note 5 (KUMBI-CVO) *Note 7 (KPC-CVO) (NIPIS 350280N 0273045E) KUMBI 334250N 0284500E CAIRO (CVO) 300532N 0312318E
N710	KUFRA (KFR) 2410.69 N 2318.90 E *Note 7 (KFR - FYM) KURDI 252104N 0250000E TOTOP 260031.50N 0255013.05E FAYOUM (FYM) 292351N 0302335E
P554	KUFRA (KFR) 2410.69 N 2318.90 E *Note 7 (KFR - NAKDO) KURDI 252104N 0250000E NAKDO 260554N 0282101E

AMMAR c) **Originated by:**	Egypt
d) **Originator's reasons for amendment:**	This document proposes modifications to the route network within the Cairo Flight Information Region (FIR). These changes were developed by Egypt with the primary objective of enhancing the efficiency and availability of the ATS route network. The proposed changes aim to optimize traffic flow, yielding significant operational advantages to aircraft operators in the Region. Specifically, the new route options will reduce flight distances, resulting in fuel savings; as well as offer increased flexibility for flight planning in response to meteorological phenomena, operational restrictions, or other factors that affect

operations.

e) **Intended date of implementation:** As soon as practicable, following regional agreement.

f) **Proposal circulated to the following States and International Organizations:**

Bahrain	Lebanon	United Arab Emirates
Egypt	Libya	Yemen
Cyprus	Malta	International Organizations:
Greece	Oman	CANSO
Iran, Islamic Republic of	Qatar	EUROCONTROL
Iraq	Saudi Arabia	IATA
Israel	South Sudan	IFALPA
Jordan	Sudan	IFATCA
Kuwait	Syrian Arab republic	

g) **Secretariat comments:** The proposed changes are improving safety through establishment of unidirectional ATS routes and enhancing efficiency of the ATS route network leading to the reduction of CO2 emissions. In doing so, required coordination with adjacent FIRs as well as airspace users has been carried out

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APPENDIX C

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

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

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

b) **Proposed amendment:** **Part IV – ATM – [TABLE ATM II-MID-1] – MID REGION ATS ROUTE NETWORK**

Editorial note: Amendments are arranged to show "deleted text" using strikeout (~~text to be deleted~~), and "added text" with grey shading (text to be inserted).

1) Add requirements for ATS route P722, N710, L712

TABLE ATM II-MID-1 MID REGION ATS ROUTE NETWORK

Designator	LOWER/UPPER AIRSPACE Significant Points
1	2
P722	LIGAT 210248N 0205733E *Note 7 (LIGAT- KHG) TORBU 233238N 0233335E KURDI 252104N 0250000E ABAZA 252339N 0262115E ASMAB 252633N 0290012E ALVOS 252650N 0294443E NORLI 252655N 0301155E ELKHARGA (KHG) 252654N 0303527E
N710	KURDI 252104N 0250000E *Note 7 (KURDI - FYM) TOTOP 260032N 0255013E FAYOUM (FYM) 292351N 0302335E
L712	KUFRA (KFR) 240914 N 0231828E *Note 7 (KFR - NAKDO) KURDI 252104N 0250000E VEDAB 253713N 0260953E NAKDO 260554N 0282101E

c) **Originated by:** Egypt and Libya

d) **Originator's reasons for amendment:** This document proposes modifications to the route network within the Cairo and Tripoli Flight Information Regions (FIR). These changes were developed by Egypt and Libya with the primary objective of enhancing the efficiency and availability of the ATS route network.

The proposed changes aim to optimize traffic flow, yielding significant operational advantages to aircraft operators in the Region. Specifically, the new bidirectional route options will reduce flight distances, resulting in fuel savings; as well as offer increased flexibility for flight planning in response to meteorological phenomena, operational restrictions, or other factors that affect operations.

e) **Intended date of implementation:** As soon as practicable, following regional agreement.

f) **Proposal circulated to the following States and International Organizations:**

Algeria
Bahrain
Egypt*
Chad
Cyprus
Greece
Iran, Islamic Republic of
Iraq
Israel
Jordan
Kuwait
Lebanon
Libya*
Malta
Niger
Oman
Qatar
Saudi Arabia
South Sudan
Sudan
Syrian Arab republic
Tunisia
United Arab Emirates
Yemen

International Organizations:
CANSO
EUROCONTROL
IATA
IFALPA
IFATCA

g) **Secretariat comments:** The proposed changes are improving safety through establishment of unidirectional ATS routes and enhancing efficiency of the ATS route network leading to the reduction of CO_2 emissions. In doing so, required coordination with adjacent FIRs as well as airspace users has been carried out.

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APPENDIX D

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

(Serial No.: MID-II-26/XX-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	Mainly regional departure and arrival as well as

			during Hajj.	continental overflight between Gulf and East/Southeast Asia.
~~AR2~~AR5	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 c~~ 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
~~AR3~~AR6	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 23/--

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
Algeria
Armenia
Azerbaijan
Bahrain
Egypt
Eritrea
Ethiopia
Chad
Congo (Republic of)
Congo (Democratic Republic of)
Cyprus
Djibouti
Greece
India
Iraq
Iran, Islamic Republic of
Israel
Jordan
Kenya
Kuwait
Lebanon
Libya
Niger
Malta
Oman
Pakistan
Qatar
Saudi Arabia
Somalia
South Sudan
Sudan
Syrian Arab republic
Tunisia
Türkiye
Turkmenistan
United Arab Emirates
Uganda
Yemen

International Organizations:
CANSO
EUROCONTROL
IATA
IFALPA
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).

APPENDIX E

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)	Athena (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)	Athena (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.

— END —