

**MID AIR NAVIGATION PLAN**

**VOLUME I**

DRAFT

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## TABLE OF CONTENTS

PART 0 — Introduction .....	
Appendix A — Procedure for the Amendment of Regional Air Navigation Plans	
PART I — General Planning Aspects (GEN) .....	
Table GEN I-1 — List of Flight Information Regions (FIR)/Upper Information Regions (UIR) in the Region	
PART II — Aerodromes / Aerodrome Operations (AOP) .....	
General Regional Requirements	
Table AOP I-1 — International aerodromes required in the Region	
Specific Regional Requirements	
PART III — Communications, Navigation and Surveillance (CNS) .....	
General Regional Requirements	
Specific Regional Requirements	
PART IV — Air Traffic Management (ATM) .....	
General Regional Requirements	
Table ATM I-1 — Flight Information Regions (FIR)/Upper Flight Information Regions (UIR) of the Region	
Chart ATM I-1 — Flight Information Regions (FIR) of the Region	
Chart ATM I-2 — Upper Flight Information Regions (UIR) of the Region	
Specific Regional Requirements	
PART V — Meteorology (MET) .....	
General Regional Requirements	
Table MET I-1 — State Volcano Observatories	
Specific Regional Requirements	
PART VI — Search and Rescue Services (SAR) .....	
General Regional Requirements	
Table SAR I-1 — Search and Rescue Regions (SRR) of the Region	
Chart SAR I-1 — Search and Rescue Regions	
Specific Regional Requirements	
PART VII — Aeronautical Information Management (AIM) .....	
General Regional Requirements	
Specific Regional Requirements	

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**MID ANP, VOLUME I**  
**PART 0 – INTRODUCTION**

## 1. GENERAL

1.1 On **18 June 2014**, the ICAO Council decided that the regional air navigation plans (ANPs) should be published in three volumes.

1.2 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 amendment. The following is a non-exhaustive list of such elements:

- Flight Information Regions (FIR) boundaries (Table and Charts);
- Search and Rescue Regions (SRR) boundaries (Table and Charts);
- Volcanic Ash Advisory Centres (VAAC);
- Tropical Cyclone Advisory Centres (TCAC); and
- Volcano Observatories (VO).

1.3 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. The following is a non-exhaustive list of such elements:

- Major traffic flows;
- ATS route network;
- Meteorological Watch Offices (MWO);
- Secondary Surveillance Radar (SSR) codes;
- Five-letter name-codes; and
- VOLMET Broadcasts.

1.4 ANP Volume III contains dynamic/flexible plan elements providing implementation planning guidance for air navigation systems and their modernization taking into consideration emerging programmes such as the ICAO Aviation System Block Upgrades (ASBUs) and associated technology roadmaps described in the *Global Air Navigation Plan* (GANP) (Doc 9750). The ANP Volume III would also include appropriate additional guidance, particularly with regard to implementation, to complement the material contained in the ANP Volumes I and II. The amendment of Volume III would not require approval by the Council (approval of Part II is under the responsibility of the relevant PIRG).

*Note 1: The ANP does not list all facilities in the region(s) but only those required for international civil aviation operations. Documents from the Integrated Aeronautical Information Package and other States publications should be consulted for information on additional facilities and for operational information in general.*

*Note 2: The general structure of the regional plans for the parts which concern an air navigation field in Volumes I and II consists of an “Introduction”, “General Regional Requirements” and “Specific Regional Requirements”. Only Tables shown under “General Regional Requirements” are harmonized for all Regions. Should a Region require a Table for a specific field, this should be reflected under “Specific Regional Requirements” of the subject concerned. The naming convention for such tables consists of the technical field concerned (AOP, CNS, ATM, MET, SAR and AIM), the ANP Volume number*

(I or II), the Region (APAC, AFI, CAR/SAM, EUR, MID, NAM and NAT) and the consecutive number of the table. Examples are as follows: Table ATM I-EUR-1, Table CNS II-MID-1 or Table MET I-AFI-2.

1.5 Guidance material on the detail of programmes or concepts should be contained in supplementary material referenced appropriately or adopted as **MID** Documents.

## **2. RELATIONSHIP BETWEEN THE GLOBAL AND REGIONAL AIR NAVIGATION PLANS**

2.1 The ANPs represent the bridge between, on one side, the global provisions in the ICAO SARPs and the GANP, and on the other side, the States' air navigation plans and implementation status.

2.2 The GANP represents a rolling, 15-year strategic methodology which leverages existing technologies and anticipates future developments based on State/industry-agreed operational objectives. The GANP is an overarching framework that includes key aviation policy principles to assist ICAO Regions, sub-regions and States with the preparation of their regional and State air navigation plans and to support the establishment of air navigation priorities.

## **3. OBJECTIVE AND PURPOSE OF REGIONAL AIR NAVIGATION PLANS**

3.1 The ANPs provide for the planning and implementation of air navigation systems within a specified area, in accordance with the agreed global and regional planning framework. They are developed to meet those needs of specific areas not covered in the worldwide provisions. The development and maintenance of the ANPs is undertaken by ICAO PIRGs with the assistance of the ICAO Secretariat.

3.2 The ANPs are used as a repository Document for the assignment of responsibilities to States for the provision of air navigation facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300).

3.3 The ANPs contain requirements related to the facilities and services to be implemented by States in accordance with regional air navigation agreements. The procedural parts of ANPs are published in the *ICAO Regional Supplementary Procedures* (SUPPs) (Doc 7030).

3.4 The ANPs contain provisions that States can follow in the planning of aerodrome and air navigation facilities and services activities, with the assurance that facilities and services furnished in accordance with the plan will form with those of other States an integrated system adequate for the foreseeable future.

3.5 The ANPs may serve as a legal basis for air navigation services charges which are levied for services provided or made available to users, in accordance with ICAO's *Policies on Charges for Airports and Air Navigation Services* (Doc 9082) and *ICAO Manual on Air Navigation Services Economics* (Doc 9161).

3.6 The ANPs support the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.

## **4. MANAGEMENT AND AMENDMENT OF REGIONAL AIR NAVIGATION PLANS**

4.1 The elements of the existing planning system and the planning principles, operational requirements and planning criteria as developed for the **MID** Region(s) are kept under constant review by the **MIDANPIRG** in accordance with its schedule of meetings, in consultation with provider and user States and with the assistance of the ICAO **MID** Regional Office(s) concerned.

4.2 The detailed amendment procedure of the three ANP Volumes is described in paragraph 5 below.

## 5. PROCEDURE FOR THE AMENDMENT OF REGIONAL AIR NAVIGATION PLANS

5.1 The procedure for the amendment of regional air navigation plans in three Volumes as approved by the Council is shown in **Appendix A**.

## 6. ABBREVIATIONS

6.1 The abbreviations used in this document are contained in the *Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC)* (Doc 8400), with the exception of those used in the explanations of any tables appearing herein, which also give their meaning.

## 7. ESTABLISHMENT AND PROVISION OF A MULTINATIONAL ICAO AIR NAVIGATION FACILITY/SERVICE *(If applicable)*

7.1 The operation of multinational air navigation services is well established within the **MID** Region(s). The *ICAO Manual on Air Navigation Services Economics* (Doc 9161) details the ICAO policies on charges for air navigation services and provides additional information on the various models adopted globally. The introduction of multinational air navigation services does not dilute the principle that a State has the responsibility of overseeing the provision of air navigation services and that it shall maintain that responsibility within its sovereign airspace as well as within the airspace over the high seas for which it has accepted the responsibility for the provision of services. Where there is no intention to change or modify the FIR boundaries nor the facilities and services currently listed in the ANP there is not a requirement to amend the ANP. However, should changes to the FIR boundaries or to the facilities and services provided be required, such changes are likely to be subject to the ANP amendment procedure and should therefore be examined on a case-by-case basis. Advice on this issue can be obtained from the ICAO Regional Office(s). Any multinational arrangements for the provision of air navigation services should be registered with ICAO (Article 83 of the Convention (Doc 7300) and *Rules for Registration with ICAO of Aeronautical Agreements and Arrangements* (Doc 6685)).

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## **APPENDIX A - PROCEDURE FOR THE AMENDMENT OF REGIONAL AIR NAVIGATION PLANS**

*(Approved by Council on 18 June 2014)*

### **1. Introduction**

1.1. The procedure outlined below has been evolved to provide a means of maintaining the regional air navigation plans using an ANP web based platform.

### **2. General criteria**

2.1. The Assembly has resolved that regional plans should be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation and that, when the nature of a required change permits, the associated amendment of the regional plan should be undertaken by correspondence between the Organization and the States and international organizations concerned.

2.2. When a State cannot immediately implement a particular part or a specific detail of a regional plan although it intends to do so, when practicable, this in itself should not lead to the State proposing an amendment to the plan.

2.3. The general structure of the regional plans for the parts which concern an air navigation field in Volumes I and II consists of an "Introduction", "General Regional Requirements" and "Specific Regional Requirements". As the section "General Regional Requirements" is harmonized for all regions, an amendment of the provisions (text) in "General Regional Requirements" will lead to amendment of Volumes I and II of the regional plans of all regions.

2.4. The amendment process of Volume III is under the responsibility of the relevant Planning and Implementation Regional Group (PIRG). The Parts 0 (Introduction) and I (General Planning Aspects) of Volume III are harmonized for all regions and the amendment of these parts should be made following inter-regional coordination.

### **3. User rights**

3.1. Access to the ANP web based platform to develop and submit amendment proposals to the regional plan and to comment on an officially issued amendment proposal should be provided through controlled access by the State's or international organization's designated Focal Points. The State or international organization should officially inform their respective Regional Office of the registration of their designated Focal Points.

### **4. States and international organizations to be consulted**

4.1. The Secretary General, through the relevant Regional Office, will determine the States and international organizations to be consulted on the amendment proposal. These will generally only include the provider and user States and international organizations that have a direct and obvious interest in the amendment in question.

**PART A — AIR NAVIGATION PLANS, VOLUME I**

**5. Procedure for amendment of Volume I**

5.1. If, in the light of the above general criteria, any State (or group of States) wishes to effect a change in the approved air navigation plan for that region, it should propose to the Secretary General, through the Regional Office accredited to that State, an appropriate amendment to the plan, adequately documented; the proposal should include the facts that lead the State (or group of States) to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the Regional Office.) This proposed amendment should be submitted via the web based tool and/or by correspondence to the Regional Office.

5.2. Upon studying the proposal, if the Secretary General considers that the proposed amendment requires further coordination through the relevant Planning and Implementation Regional Group (PIRG), the proposal will be presented, adequately documented, to the PIRG. The views of the PIRG will be coordinated with the originating State and the proposed amendment will be uploaded via the ANP web based platform for processing proposals for amendment for approval by the Council.

5.3. If the proposal concerns an amendment of the provisions (text) in “General Regional Requirements”, the Secretary General will coordinate and circulate, through all Regional Offices, an amendment of all the regional plans.

5.4. If the Secretary General considers that the proposed amendment conflicts with established ICAO policy, or that it raises questions which the Secretary General considers should be brought to the attention of the Air Navigation Commission, the proposal will be presented, adequately documented, to the Commission. In such cases, the Commission will decide the action to be taken on the proposal.

5.5. The Secretary General, through the Regional Office, will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. The States and international organizations concerned should either send their comments/agreement/objection via the ANP web based platform and/or by correspondence to the Regional Office. Any comment or objection should be adequately supported by reasons for the comment or objection.

5.6. If, in reply to the Secretary General's inquiry, no objection is raised to the proposal by a specified date, the proposal should be submitted to the President of the Council, who is authorized to approve the amendment on behalf of the Council. The approved amendment should be incorporated into Volume I of the regional plan.

5.7. If, in reply to the Secretary General's inquiry, any objection is raised, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

5.8. Proposals for the amendment of Volume I of the regional plan submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and which attended the meeting(s) where the relevant regional plan is managed, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations, the Secretary General will ascertain whether it has adequate support from the State or States whose facilities will be affected. If such support is not forthcoming, the proposal will be presented to the Commission, and the Commission will decide on the action to be taken on the proposal.

5.9. Proposals for the amendment of Volume I of the regional plan may also be initiated by the Secretary General, through the Regional Office accredited to that State, provided that the State or States whose facilities will be affected have expressed their concurrence with the proposal.

5.10. Amendments to Volume I of the regional plan which have been approved in accordance with the above procedure will be published in the ANP web based platform at convenient intervals.



## **PART B — AIR NAVIGATION PLANS, VOLUME II**

### **6. Procedure for amendment of Volume II**

6.1. Amendments of Volume II of the regional plan should be effected on the basis of an adequately documented proposal submitted by a State (or a group of States) or the relevant PIRG to the Secretary General, through the Regional Office accredited to that State. The proposal should include the facts that lead to the conclusion that the amendment is necessary. Such amendments may include additions, modifications or deletions to Volume II of the regional plan. (This procedure does not preclude a State having previous consultation with other States before submitting an amendment proposal to the Regional Office.) This proposed amendment should be submitted via the ANP web based platform and/or by correspondence to the Regional Office.

6.2. If the proposal concerns an amendment of the provisions (text) in “General Regional Requirements”, the Secretary General will coordinate and circulate, through all Regional Offices, an amendment of all the regional plans.

6.3. The ICAO Regional Office will circulate the proposal, adequately documented, with a request for comments to all provider and user States of the region considered affected as well as to user States outside the region and international organizations which may be invited to attend suitable ICAO meetings and which may be concerned with the proposal. The States and international organizations concerned should either send their comments/agreement/objection via the ANP web based platform and/or by correspondence to the Regional Office. Any comment or objection should be adequately supported by reasons for the comment or objection.

6.4. If, in reply to the ICAO Regional Office’s inquiry, no objection is raised to the proposal by a specified date, it will be deemed that a regional agreement (involving the relevant PIRG) on the subject has been reached and the proposed amendment should be incorporated into Volume II of the regional plan.

6.5. If, in reply to the ICAO Regional Office’s inquiry, any objection is raised, and if objection remains after further consultation, the matter will be documented for discussion by the respective planning and implementation regional group (PIRG) and, ultimately for formal consideration by the Air Navigation Commission, if it remains unresolved. If the Commission concludes that the amendment is acceptable in its original or other form, it will present appropriate recommendations to the Council.

6.6. Proposals for the amendment of Volume II of the regional plan submitted by international organizations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings, where the relevant regional plan is managed, will be dealt with in the same manner as those received from States, except that, before circulating a proposal to States and selected international organizations, the Secretary General will ascertain whether the proposal has adequate support from the State or States whose facilities or services will be affected. If such support is not forthcoming, the proposal will not be pursued.

6.7. Proposals for the amendment of Volume II of the regional plan may also be initiated by the Secretary General, through the Regional Office accredited to that State, provided that the State or States whose facilities or services will be affected have expressed their concurrence with the proposal.

6.8. Amendments to Volume II of the regional plan which have been approved in accordance with the above procedure will be published in the ANP web based platform at convenient intervals.

## **PART C — AIR NAVIGATION PLANS, VOLUME III**

### **7. Procedure for amendment of Volume III**

7.1. Amendments of Volume III of the regional plan are under the responsibility of the relevant Planning and Implementation Regional Group (PIRG) and not subject to a formal application of the procedure for amendment of the ANP described in Parts A and B above. However, the amendment of the provisions of Part 0 - “Introduction” and Part I - “General Planning Aspects” needs special coordination, as specified in 7.4 below. Since these two Parts are harmonized for all regions, an amendment of the provisions contained there-in will lead to amendment of Parts 0 and I of Volume III of the regional plans of all regions.

7.2. Amendments of Volume III of the regional plan should be effected on the basis of an adequately documented proposal submitted to the ICAO Regional Office concerned by:

- a State (or a group of States); or
- the relevant Planning and Implementation Regional Group (PIRG) of the region(s); or
- the ICAO Secretariat; or
- international organisations directly concerned with the operation of aircraft, which may be invited to attend suitable ICAO meetings and/or which attended the meeting(s) where the relevant Volume III amendments were agreed.

7.3. This procedure does not preclude a State (or group of States) having previous consultation with other States before submitting an amendment proposal to the Regional Office. Such amendments may include additions, modifications or deletions to Volume III of the regional plan. In addition, the facts that led to the conclusion that the amendment should be included.

7.4. If the proposal concerns an amendment of the provisions in Part 0 - “Introduction” or Part I - “General Planning Aspects”, the ICAO Regional Office concerned will submit the proposal to ICAO Headquarters (Air Navigation Bureau) for coordination with all ICAO Regional Offices. The views of the ICAO Regional Offices will be taken into consideration in the consolidation/approval of the amendment by the ANB. The approved amendment will be published in Volume III of all regional plans at convenient intervals.

7.5. The mechanism for the amendment of Part II of Volume III of the regional plan should be developed, agreed by the relevant PIRG and reflected in the corresponding PIRG Handbook.

**MID ANP, VOLUME I****PART I – GENERAL PLANNING ASPECTS (GEN)****1. GEOGRAPHICAL SCOPE**

1.1 The **MID** ANP is related to the ICAO **MID** air navigation region(s). The ANP may call for the provision of basic facilities and services beyond the charted boundaries of a region where such facilities and services are necessary to meet the requirements of international air navigation within that region.

1.2 A number of States within the ICAO **MID** Region(s) are members of one or more sub-regional groupings which have development plans to improve air navigation services; such plans contribute to the regional implementation of the ICAO *Global Air Navigation Plan* (GANP) (Doc 9750). Regional subgroups include the:

- Arab Civil Aviation Commission (ACAC)
- Gulf Cooperation Council (GCC)

• ~~Note: Diagram or list of regional sub groupings to be inserted in the Volume II or database. (If applicable)~~

**2. FLIGHT INFORMATION REGIONS**

2.1 **Table GEN I-1** shows the current Flight Information Regions (FIR)/Upper Information Regions (UIR) which are part of the ICAO **MID** Region(s). More details of the FIRs and UIRs within the **MID** air navigation region(s) are contained in **Table ATM I-1** and **Charts ATM I-1** and **ATM I-2**.

**3. STATES' RESPONSIBILITIES**

3.1 Each Contracting State is responsible for the provision of facilities and services in its territory under Article 28 of the Convention as well as within the airspace over the high seas for which it has accepted the responsibility for the provision of services. The Council has recommended that these facilities and services include those specified in the ANPs.

~~3.2 The inclusion of the basic facilities and services provided by non-Contracting States and territories in regional ANPs is simply recognition that they are needed by or likely to affect international civil aircraft operations of Contracting States or the facilities and services of these States.~~

~~Note. Non-Contracting States in the (NAME) region are: (include names as applicable)~~

**4. MID REGIONAL PLANNING**

4.1 The regional planning and implementation process is the principal engine of ICAO's planning framework. It is here that the top-down approach comprising global guidance and regional harmonization measures converges with the bottom-up approach constituted by national planning by States.

**4.2 PERFORMANCE BASED APPROACH****4.2.1 Global Approach**

4.2.1.1 In an effort to assist planners in weighing outcomes and making appropriate decisions, the *Manual on Global Performance of the Air Navigation System* (Doc 9883) has been developed. In this respect ICAO has defined 11 Key Performance Areas (KPA), one for each of the *Global ATM Operational Concept* (Doc 9854) expectations outlined below.

4.2.1.2 These general expectations are relative to the effective operation of the ATM system. The ICAO planning objective is to achieve a performance based global air traffic management (ATM) system through the implementation of air navigation systems and procedures in a safe, progressive, cost-effective and cooperative manner.

## 5. RELATIONSHIP BETWEEN GLOBAL, REGIONAL AND NATIONAL PLANNING

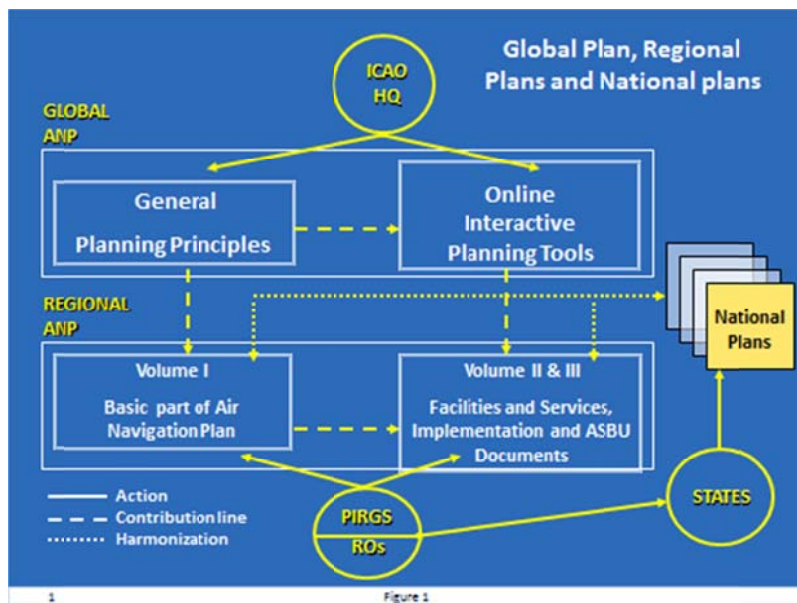


Figure 1. Relationship between global, regional and national plans.

5.1 Planning takes place at global, regional and national levels. Planning is accomplished with the help of planning tools and methodologies that are used primarily at the regional and national levels, conditioned by guidance from the global level. The basis for effective planning is the GANP (Doc 9750), which should guide the development of regional and national implementation plans that will support system architectures.

## 6. HUMAN RESOURCE PLANNING

6.1 Human resource planning can be considered “*the systematic and continuing process of analysing an organisation’s human resource needs under changing conditions and developing personnel policies appropriate to the longer-term effectiveness of the organisation. It is an integral part of corporate planning and budgeting procedures since human resource costs and forecasts both affect and are affected by longer-term corporate plans.*”<sup>1</sup>

6.2 Estimating current and future requirements for civil aviation personnel and training capacity is essential for human resource planning, institutional capacity building, and related funding and policy measures. Such planning will need to take into account the interdependencies for supply and demand of qualified personnel at national, regional and global levels.

### 6.3 Human Performance

6.3.1 The high level of automation and interdependencies across aviation disciplines will only increase with evolving air navigation systems. To maximise potential safety and efficiency benefits that these offer, the development of human-driven, rather than engineering-driven interfaces is required, making it easier for the human operator to make sound decisions and take correct actions. Similarly, as part of a safety management systems approach, procedures need to be identified for the use of current and new

<sup>1</sup> Defined by the UK Institute of Personnel and Development

technologies that take into account human capabilities and manage the risk associated with human limitations.

6.3.2 States should:

- a) Identify a certification process that requires at the design stage:
  - i) recognition of the potential human performance issues that the proposed new technology attempts to address; and
  - ii) consideration of the potential human performance issues, including changes in roles and the effects on individual and team behaviours, that may be introduced by the proposed new technology.
- b) Identify processes for the implementation of new technologies, systems and procedures that describes the means by which human performance considerations can be addressed within operational contexts.
- c) Consider the management of human performance-related risks as a necessary and essential aspect of the oversight of safety management systems.
- d) Ensure that their technical personnel have exposure to training in human factors.

## 6.4 Training

6.4.1 A major goal of CNS/ATM systems is to create a seamless air navigation system. A seamless air navigation environment will require adequately qualified personnel prepared to perform their jobs in an evolving environment. At the same time, shortcomings in human resource planning and training are frequently mentioned as one of the reasons for the lack of implementation of regional ANPs. Human resource development challenges will be compounded during the transition period to CNS/ATM systems. As the existing and emerging air navigation technologies will co-exist in parallel for a period of time, civil aviation personnel will need to learn new skills, whilst retaining those needed to operate and maintain existing systems. To meet this challenge, a cooperative approach should be used in civil aviation training within the region. This approach should:

- a) ensure that the training needs for the region are identified, documented and kept up to date;
- b) facilitate the access to specialized types of training needed within the region or sub-regions that individual States cannot justify based on their national training needs alone;
- c) ensure that a balanced market exists to support the development and on-going implementation of high-quality training in one or more training centres within the region or sub-regions;
- d) endeavour to distribute equitably regional training activities among the training centres established within the region or sub-regions.
- e) take advantage of readily available training materials including those available through the TRAINAIR Plus sharing system.

6.4.2 Appropriate bodies should be established to facilitate regional and sub-regional training planning. A quantitative approach should be used to determine the training capabilities needed within a region or sub-region. Decisions concerning required training capabilities should be based on an aggregate of training needs for existing air navigation technologies, as well as emerging technologies. A State consultation process should be used to formulate a plan for the establishment of specific regional training centres.

## 6.5 Training of technical personnel

6.5.1 States should develop and implement comprehensive training programmes and periodic training plans for all technical staff, including initial, on-the-job, recurrent and specialized training.

## 7. SAFETY CONSIDERATIONS

7.1 Safety fundamentally contributes to the sustainable growth of a sound and economically viable civil aviation system that continues to foster economic prosperity and social development. With air traffic projected to double in the next 15 years, safety risks must be addressed proactively to ensure that this significant capacity expansion is carefully managed and supported through strategic regulatory and infrastructure developments. It is imperative therefore that States and regions remain focused on their safety priorities as they continue to encourage expansion of their air transport sectors.

7.2 Acceptable safety levels are related to the establishment of State safety programmes (SSPs) that are able to anticipate and effectively respond to safety-related occurrences, resulting in continual improvements to an already low global accident rate. The *Global Aviation Safety Plan (GASP)* specifically establishes targeted safety objectives and initiatives that support SSP implementation while ensuring the efficient and effective coordination of complementary safety activities between all stakeholders.

7.3 PIRGs should harmonize activities undertaken to address aviation safety issues on a regional basis with the Regional Aviation Safety Groups (RASGs). In addition, PIRGs should coordinate relevant safety matters with RASGs to ensure consistency and avoid overlap.

7.4 PIRGs should ensure that air navigation services development programmes are consistent with the GASP safety objectives and initiatives. States are responsible for the prompt elimination of their air navigation deficiencies. Detailed information on the process of identifying and managing air navigation deficiencies is contained in the **MIDANPIRG Procedural Handbook**.

7.5 Adherence to the ICAO SARPs will significantly contribute to aviation safety. States should therefore ensure that they have the necessary regulatory framework in place to reinforce the adoption of the ICAO SARPs within their national regulations. States should also ensure that any differences to the ICAO SARPs have been assessed in respect of safety and are notified in accordance with ICAO requirements.

### 7.6 Unsatisfactory Conditions Reporting

7.6.1 States should act on any serious problems encountered due to the lack of implementation or prolonged unavailability of air navigation facilities or services required by the ANPs as reported by users of air navigation facilities and services.

## 8. ENVIRONMENT CONSIDERATIONS

8.1 It is an ICAO Strategic Objective to minimize the adverse effects of global civil aviation on the environment. PIRGs should ensure that environmental factors are taken into consideration when performance based systems implementation plans are developed and may wish to coordinate their plans with the State Action Plans on CO<sub>2</sub> Emissions Reduction. The results of environmental analysis can be useful in providing national decision-makers within the various sub-regions with information upon which to base airspace architecture decisions and in providing information on what the aviation industry is doing now to protect the environment in the future. Tools such as the ICAO Fuel Savings Estimation Tool (IFSET) are available from the ICAO public website to help quantify the environmental benefits from operational improvements. Environmental considerations should, however, not compromise acceptable levels of safety and be balanced against operational and economic considerations.

**9. AIR TRAFFIC FORECASTS**

9.1 Regional traffic forecasting supports the regional air navigation system planning. All States generally prepare individual forecasts, taking account of the regional information, for national planning purposes. A uniform strategy has been adopted by ICAO for the purpose of preparing traffic forecasts and other planning parameters in support of the regional planning process. This information should be shared through at least the sub-regional groupings to enable effective regional planning development.

**10. CONTINGENCY PLANNING**

10.1 Contingency plans may constitute a temporary deviation from the approved ANPs; such deviations are approved, as necessary, by the President of the ICAO Council on behalf of the Council.

10.2 The effects of disruption of services in particular portions of airspace are likely to affect significantly the services in adjacent airspace. States should co-ordinate with neighbouring States in the development and implementation of contingency plans, which in some cases may be developed on a sub-regional basis.

10.3 ICAO will initiate and coordinate appropriate contingency action in the event of disruption of air traffic services and related supporting services affecting international civil aviation operations provided by a State in the event that the authorities cannot adequately discharge their responsibility for the provision of such services to ensure the safety of international civil aviation operations. In such circumstances, ICAO will work in coordination with States responsible for airspace adjacent to that affected by the disruption and in close consultation with international organizations concerned.

10.4 Regional contingency plans will be developed, approved and maintained by **MIDANPIRG** with the support of ICAO and other organizations.

10.5 States should prepare their contingency plans in advance and ensure their availability or accessibility to the ICAO Regional Office. The plans should be reviewed at regular intervals and updated as required.

**TABLE GEN I-1 - FLIGHT INFORMATION REGIONS (FIR)/UPPER INFORMATION REGIONS (UIR) OF THE ICAO MID REGION(S)**

## EXPLANATION OF TABLE

Column		
1	State	Name of State
2	FIR/UIR	Name of FIR/UIR

<b>STATE</b>	<b>FIR/UIR</b>
BAHRAIN	Bahrain FIR
EGYPT	Cairo FIR
IRAN, ISLAMIC REPUBLIC OF	Tehran FIR
IRAQ	Baghdad FIR
JORDAN	Amman FIR
KUWAIT	Kuwait FIR
LEBANON	Beirut FIR
LIBYA	Tripoli FIR
OMAN	Muscat FIR
SAUDI ARABIA	Jeddah FIR
SUDAN	Khartoum FIR
SYRIAN ARAB REPUBLIC	Damascus FIR
UNITED ARAB EMIRATES	Emirates FIR
YEMEN	Sana'a FIR



**MID ANP, VOLUME I****PART II – AERODROMES / AERODROME OPERATIONS (AOP)****1. INTRODUCTION**

1.1 This part of the MID ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aerodromes operations (AOP) facilities and services in the MID Region(s) and complements the provisions of ICAO SARPs and PANS related to AOP. It contains stable plan elements related to the assignment of responsibilities to States for the provision of aerodrome facilities and services within the Region(s) in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the AOP facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of responsibilities to States for the provision of the aerodrome facilities and services including the mandatory requirements based on regional air navigation agreements related to the AOP are contained in the MID ANP Volume II Part II - AOP.

1.3 The MID ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

***Standards and Recommended Practices and Procedures for Air Navigation Services***

1.4 The SARPs and PANS and associated guidance material applicable to the provision of AOP are contained in:

- a) Annex 14 — *Aerodromes*, Volumes I and II;
- b) *Procedures for Air Navigation Services – Aerodromes* (PANS-Aerodromes) (Doc 9981) (*pending final approval*);
- c) *Airport Planning Manual* (Doc 9184);
- d) *Aerodrome Design Manual* (Doc 9157);
- e) *Airport Services Manual* (Doc 9137);
- f) *Manual on Certification of Aerodromes* (Doc 9774);
- g) *Assessment, Measurement and Reporting of Runway Surface Conditions* (Cir 329);
- h) *Operation of New Larger Aeroplanes at existing aerodromes* (Cir 305);
- i) *Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual* (Doc 9830);
- j) *Manual of Surface Movement Guidance and Control Systems (SMGCS)* (Doc 9476);
- k) *Heliport Manual* (Doc 9261);
- l) *Manual on the prevention of runway incursions* (Doc 9870);

- m) *Stolport Manual* (Doc 9150);
- n) *ICAO Bird Strike Information System Manual* (Doc 9332); and
- o) *Manual on Civil Aviation Jet Fuel Supply* (Doc 9977).

## 2. GENERAL REGIONAL REQUIREMENTS

2.1 Regular aerodromes and their alternates required for international commercial air transport operations should be determined through regional agreements, based on the list of international aerodromes designated by States and the needs of the international commercial flights. Consideration should also be given to the needs of international general aviation flights as identified by user requirements. The alternate aerodromes should be planned/selected, to the greatest practicable extent, from the list of existing regular aerodromes used for international aircraft operations. However, where in specific cases the designation of another aerodrome in close proximity to a regular aerodrome would result in appreciable fuel conservation or other operational advantages, this aerodrome may be designated for use as an alternate aerodrome only. Planning of alternate aerodromes should be made on the basis of the following objectives:

- a) to ensure that at least one suitable alternate is available for each international aircraft operation; and
- b) to ensure that the facilities at the designated alternate aerodrome(s) are appropriate for the alternate aircraft operations.

2.2 The list of regular and alternate aerodromes (including their designations) required in the Region(s) to serve international civil aviation operations (international scheduled air transport, non-scheduled air transport and general aviation operations) is given in **Table AOP I-1**. Each Contracting State should ensure the provision of aerodrome facilities and services at the international aerodromes under its jurisdiction.

## 3. SPECIFIC REGIONAL REQUIREMENTS

3.1 ~~TBD (if necessary)~~ None.

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**Table AOP I-1**  
**INTERNATIONAL AERODROMES REQUIRED IN THE MID REGION(S)**

EXPLANATION OF THE TABLE

City/Aerodrome: Name of the city and aerodrome, preceded by the location indicator.  
 Designation: Designation of the aerodrome as:  
 RS — international scheduled air transport, regular use;  
 RNS — international non-scheduled air transport, regular use;  
 AS — international scheduled air transport, alternate use;  
 ANS — international non-scheduled air transport, alternate use.

*Note 1 — when an aerodrome is needed for more than one type of use, normally only the use highest on the above list is shown.*

[Example — an aerodrome required for both RS and AS use would only be shown as RS in the list.]

*Note 2 — when the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of the name of a city.*

Location Indicator	Name of City/Aerodrome	Designation
<b>BAHRAIN</b>		
<b>OBBI</b>	<b>BAHRAIN/Bahrain Intl</b>	<b>RS</b>
<b>EGYPT</b>		
<b>HEAX</b>	<b>ALEXANDRIA/Alexandria Intl</b>	<b>RS</b>
<b>HEBA</b>	<b>ALEXANDRIA/Borg El-Arab Intl</b>	<b>RS</b>
<b>HESN</b>	<b>ASWAN/Aswan Intl</b>	<b>RS</b>
<b>HEAT</b>	<b>ASYUT/Asyut Intl</b>	<b>RS</b>
<b>HECA</b>	<b>CAIRO/Cairo Intl</b>	<b>RS</b>
<b>HEAR</b>	<b>EL ARISH/ El Arish Intl</b>	<b>AS</b>
<b>HEGN</b>	<b>HURGHADA/Hurghada Intl</b>	<b>RS</b>
<b>HELX</b>	<b>L UXOR/Luxor Intl</b>	<b>RS</b>
<b>HEMA</b>	<b>MARSA ALAM/Marsa Alam Intl</b>	<b>RNS</b>
<b>HEPS</b>	<b>PORT SAID/ Port Said Intl</b>	<b>AS</b>
<b>HEOW</b>	<b>SHARK EL OWEINAT/Shark El Oweinat Intl</b>	<b>AS</b>
<b>HESH</b>	<b>SHARM EL SHEIKH/Sharm El Sheikh Intl</b>	<b>RS</b>
<b>HESC</b>	<b>ST. CATHERINE/St Catherine Intl</b>	<b>AS</b>
<b>HETB</b>	<b>TABA/Taba Int</b>	<b>AS</b>

<b>Location Indicator</b>	<b>Name of City/Aerodrome</b>	<b>Designation</b>
HEAL	ALAMAIN/Alamain Intl	AS
HESG	SOHAG/Sohag Intl	AS
<b>IRAN, ISLAMIC REPUBLIC OF</b>		
OIKB	BANDAR ABBAS/Bandar Abbas Intl	RS
OIFM	ESFAHAN/Shahid Beheshti Intl	RS
OIMM	MASHHAD/Shahid Hashemi Nejad Intl	RS
OISS	SHIRAZ/Shahid Dastghaib Intl	RS
OITT	TABRIZ/Tabriz Intl	RNS
OIIE	TEHRAN/Imam Khomaini Intl	RS
OIII	TEHRAN/Mehrabad Intl	RS
OIZH	ZAHEDAN/Zahedan Intl	RS
<b>IRAQ</b>		
ORBI	BAGHDAD/Baghdad Intl	RS
ORMM	BASRAH/Basrah Intl	RS
ORER	ERBIL/Erbil Intl	RS
ORSU	SULAYMANIYAH/Sulaymaniyah Intl	RS
ORNI	AL NAJAF/AI Najaf Intl	RNS
ORBM	MOSUL/Mosul Intl	RS
<b>JORDAN</b>		
OJAM	AMMAN/Marka Intl	AS
OJAI	AMMAN/Queen Alia Intl	RS
OJAQ	AQABA/King Hussein Intl	RS
<b>KUWAIT</b>		

<b>Location Indicator</b>	<b>Name of City/Aerodrome</b>	<b>Designation</b>
<b>OKBK</b>	<b>KUWAIT/Kuwait Intl</b>	<b>RS</b>
<b>LEBANON</b>		
<b>OLBA</b>	<b>BEIRUT/ R. B. H - Beirut Intl-</b>	<b>RS</b>
<b>LIBYA</b>		
<b>HLLB</b>	<b>BENGHAZI/Benina</b>	<b>RS</b>
<b>HLLS</b>	<b>SEBHA/Sebha</b>	<b>RS</b>
<b>HLLT</b>	<b>TRIPOLI/Tripoli Intl</b>	<b>RS</b>
<b>OMAN</b>		
<b>OOMS</b>	<b>MUSCAT/ Muscat Intl</b>	<b>RS</b>
<b>OOSA</b>	<b>SALALAH/Salalah</b>	<b>AS</b>
<b>QATAR</b>		
<b>OTBD</b>	<b>DOHA/Doha Intl</b>	<b>RS</b>
<b>OTHH</b>	<b>DOHA/Hamad Intl (Future – 2013)</b>	<b>RS</b>
<b>SAUDI ARABIA</b>		
<b>OEDF</b>	<b>DAMMAM/King Fahd Intl</b>	<b>RS</b>
<b>OEJN</b>	<b>JEDDAH/King Abdulaziz Intl</b>	<b>RS</b>
<b>OEMA</b>	<b>MADINAH/Prince Mohammad Bin Abdulaziz Intl</b>	<b>RS</b>
<b>OERK</b>	<b>RIYADH/King Khalid Intl</b>	<b>RS</b>
<b>SOUTH SUDAN</b>		
<b>HSSJ</b>	<b>JUBA/Juba</b>	<b>RS</b>

<b>Location Indicator</b>	<b>Name of City/Aerodrome</b>	<b>Designation</b>
<b>SUDAN</b>		
HSKA	KASSALA/Kassala	AS
HSSS	KHARTOUM/Khartoum	RS
HSPN	PORT SUDAN/Port Sudan	RS
<b>SYRIAN ARAB REPUBLIC</b>		
OSAP	ALEPPO/Aleppo Intl	RS
OSLB	LATTAKIA/Bassel Al-Assad Intl	RS
OSDI	DAMASCUS/Damascus Intl	RS
<b>UNITED ARAB EMIRATES</b>		
OMAA	ABU DHABI/Abu Dhabi Intl	RS
OMAD	ABU DHABI/Al Bateen	RNS
OMAL	AL AIN/Al Ain Intl	RS
OMDB	DUBAI/Dubai Intl	RS
OMDW	DUBAI/Dubai World Central – Al Maktoum Intl	RS
OMFJ	FUJAIRAH/Fujairah Intl	RS
OMRK	RAS AL KHAIMAH/Ras Al Khaimah Intl	RS
OMSJ	SHARJAH/Sharjah Intl	RS
<b>YEMEN</b>		
OYAA	ADEN/Aden Intl	RS
OYHD	HODEIDAH/Hodeidah Intl	RS
OYRN	MUKALLA/Riyan Intl	RS
OYSN	SANA'A/Sana'a Intl	RS
OYTZ	TAIZ/Taiz Intl	RS

**MID ANP, VOLUME I**

**PART III – COMMUNICATIONS, NAVIGATION AND SURVEILLANCE (CNS)**

**1. INTRODUCTION**

1.1 This part of the MID ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of Communications, Navigation and Surveillance (CNS) facilities and services in the MID Region(s) and complements the provisions of ICAO SARPs and PANS related to CNS. It contains stable plan elements related to the assignment of responsibilities to States for the provision of CNS facilities and services within the ICAO MID region(s) in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the CNS facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of responsibilities to States for the provision of CNS facilities and services and the mandatory requirements based on regional air navigation agreements related to CNS are contained in the MID ANP Volume II, Part III – CNS.

1.3 The MID ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

1.4 In planning for these elements, economy and efficiency should be taken into account in order to ensure that the requirements for the provision of CNS facilities and services can be kept to a minimum. CNS facilities and services should fulfil multiple functions whenever this is feasible.

***Standards and Recommended Practices and Procedures for Air Navigation Services***

1.5 The SARPs and PANS and related guidance material applicable to the provision of CNS are contained in:

- a) Annex 10 – *Aeronautical Telecommunications*, Volumes I, II, III, IV and V;
- b) Annex 2 – Rules of the Air;
- c) Annex 3 – Meteorological Service for international air navigation;
- d) Annex 6 – Operation of Aircraft, Parts I (Chapter 7), II (Chapter 7) and III (Chapter 5);
- e) Annex 11 – Air Traffic Services;
- f) Annex 12 – Search and Rescue;
- g) Annex 15 – Aeronautical Information Services;
- h) Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) (Doc 4444);
- i) Regional Supplementary Procedures (Doc 7030);
- j) GNSS Manual (Doc 9849);

- k) Manual on Detailed Technical Specifications for the Aeronautical Telecommunication Network (ATN) using ISO/OSI Standards and Protocols (Doc 9880);
- l) ICAO Aeronautical Telecommunication Network (ATN) Manual for the ATN using IPS Standards and Protocols (Doc 9896);
- m) *Manual of Testing of Radio Navigation Aids* (Doc 8071);
- n) *Manual on the Planning and Engineering of the Aeronautical Fixed Telecommunications Network* (Doc 8259);
- o) *Manual on Required Communication Performance (RCP)* (Doc 9869);
- p) *Training Manual* (Doc 7192);
- q) *Performance-based Navigation Manual* (Doc 9613);
- r) *Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* (Doc 9718);
- s) *ICAO Manual on the Secondary Surveillance Radar (SSR) Systems* (Doc 9684);
- t) *Manual on Airborne Surveillance Applications* (Doc 9994); and
- u) *Manual of Air Traffic Services Data Link Applications* (Doc 9694).

## **2. GENERAL REGIONAL REQUIREMENTS**

### **Communications**

#### *Aeronautical Fixed Service (AFS)*

2.1 The aeronautical fixed service (AFS) should satisfy the communication requirements of ATS, AIS/AIM, MET and SAR, including specific requirements in terms of system reliability, message integrity and transit times, with respect to printed as well as digital data and speech communications. If need be, it should, following agreement between individual States and aircraft operators, satisfy the requirements for airline operational control.

#### *The Aeronautical Telecommunication Network (ATN)*

2.2 The ATN of the Region(s) should have sufficient capacity to meet the minimum requirements for data communications for the services mentioned in paragraph 2.1 above.

#### *Aeronautical Mobile Service (AMS)*

2.3 Air-ground communications facilities should meet the agreed communication requirements of the air traffic services, as well as all other types of communications which are acceptable on the AMS to the extent that the latter types of communications can be accommodated.

#### *Air-ground communications for ATS*

2.4 Air-ground communications for ATS purposes should be so designed to require the least number of frequency and channel changes for aircraft in flight compatible with the provision of the required service. They should also provide for the minimum amount of coordination between ATS units and provide for optimum economy in the frequency spectrum used for this purpose.

#### *Air-ground data link communications*



2.5 Air-ground data link communications should be implemented in such a way that they are regionally and globally harmonised and make efficient use of available communication means and ensure optimum economy in frequency spectrum use and system automation.

### **Navigation**

2.6 Planning of aeronautical radio navigation services should be done on a total system basis, taking full account of the navigation capabilities as well as cost effectiveness. The total system composed of station-referenced navigation aids, satellite-based navigation systems and airborne capabilities should meet the performance based navigation (PBN) requirements for all aircraft using the system and should form an adequate basis for the provision of positioning, guidance and air traffic services.

2.7 Account should be taken of the fact that certain aircraft may be able to meet their navigation needs by means of self-contained or satellite-based aids, thus eliminating the need for the provision of station-referenced aids along the ATS routes used by such aircraft, as well as the need to carry on board excessive redundancies.

### **Surveillance**

2.8 Planning of aeronautical surveillance systems should be made based on a system approach concept, where collaboration and sharing of data sources should be considered in support of an efficient use of the airspace.

### **Frequency Management**

2.9 Frequency assignment planning in the Region(s) should be carried out in accordance with the provisions of Annex 10 and *ICAO Handbook on Radio Frequency spectrum for Civil Aviation* (Doc 9718), supplemented, as necessary, by regional recommendations and technical criteria developed for this purpose.

## **3. SPECIFIC REGIONAL REQUIREMENTS**

3.1 ~~TBD (if necessary).~~ None.

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**MID ANP, VOLUME I**  
**PART IV - AIR TRAFFIC MANAGEMENT (ATM)**

**1. INTRODUCTION**

1.1 This part of the MID ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of air traffic management (ATM) facilities and services in the MID Region and complements the provisions of the ICAO SARPs and PANS related to ATM. It contains stable plan elements related to the assignment of responsibilities to States for the ATM system requirements to be applied within the ICAO MID Region in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the ATM facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of States' responsibilities for the implementation of the ATM system and the mandatory requirements based on regional air navigation agreements related to ATM are contained in MID ANP Volume II, Part IV - ATM.

1.3 The MID ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

***Standards and Recommended Practices and Procedures for Air Navigation Services***

1.4 The SARPs and PANS and related guidance material applicable to the provision of ATM are contained in:

- a) Annex 2 — *Rules of the Air*;
- b) Annex 6 — *Operation of Aircraft*;
- c) Annex 11 — *Air Traffic Services*;
- d) *Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM)* (Doc 4444);
- e) *Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS)* (Doc 8168);  
and
- f) *Regional Supplementary Procedures* (Doc 7030).

**2. GENERAL REGIONAL REQUIREMENTS**

2.1 The description of the current Flight Information Regions (FIR)/Upper Information Regions (UIR), as approved by the ICAO Council, are contained in **Table ATM I-1** and depicted in the **Charts ATM I-1**.

2.2 States should ensure that the provision of air traffic services (ATS) covers its own territory and those areas over the high seas for which it is responsible for the provision of those services, in accordance with **Charts ATM I-1**.

*Regional ATS Routes and organized track structures*

2.3 PIRGs are responsible for the optimization of the traffic flows through the continuous improvement of the regional ATS route network and organized track systems and implementation of random routing areas and free route airspace in the Region(s). Where applicable, details of the ATS routes within the Region(s) are contained in Volume II.

*ICARD Global Database*

2.4 The five-letter name-codes assigned to significant points should be coordinated through the ICAO Regional Office(s) and obtained from the ICAO International Codes and Routes Designators (ICARD) Global Database.

*Aircraft Identification - SSR Code Assignments*

2.5 The management of Secondary Surveillance Radar (SSR) codes is a key element of ATM in order to ensure continuous and unambiguous aircraft identification. The requirements related to the SSR code assignment system used in the MID Region is contained in Volume II.

*Performance-based Navigation (PBN)*

2.6 MIDANPIRG is responsible for the development of the MID Region PBN Implementation Plan. States' PBN implementation Plans should be consistent with the Regional PBN Plan.

*Flexible Use of Airspace*

2.7 States should implement civil/military cooperation and coordination mechanisms to enhance the application of the Flexible Use of Airspace concept, which will contribute to more direct routing with a commensurate saving in fuel and associated emissions. States should arrange for close liaison and coordination between civil ATS units and relevant military operational control and/or air defence units in order to ensure integration of civil and military air traffic or its segregation, if required. Such arrangements would also contribute to increasing airspace capacity and to improving the efficiency and flexibility of aircraft operations.

*Reduced Vertical Separation Minimum (RVSM)/Regional Monitoring Agencies*

2.8 The Middle East Regional Monitoring Agency (MIDRMA) is the designated Regional Monitoring Agency (RMA) responsible for monitoring the height-keeping performance and approval status of aircraft operating at these levels, in order to ensure that the continued application of RVSM meets the agreed regional safety objectives as set out by MIDANPIRG.

### **3. SPECIFIC REGIONAL REQUIREMENTS**

3.1 None.

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**Table ATM I-1**  
**FLIGHT INFORMATION REGIONS (FIR)/UPPER INFORMATION REGIONS (UIR) IN THE**  
**MID REGION**

**EXPLANATION OF THE TABLE**

Column:

- 1 Name of the FIR/UIR / Location Indicator according to Doc 7910
- 2 Description of FIR/UIR lateral limits;
  - a. Describe separately in the table the limits of the UIRs if they are not similar to the FIRs limits.
- 3 Remarks — additional information, if necessary.
  - a. Describe vertical limits if necessary.

***N.B. The inconsistencies related to the common FIR Boundaries are not highlighted in the table below:***

FIR/UIR Location Indicator	Lateral limits coordinates	Remarks
1	2	3
<b>Amman</b>	<b>FIR/UIR Amman</b>  292125N 0345743E On the Gulf of Aqaba 291102N 0360420E 293002N 0363021E 295203N 0364521E 300003N 0373021E 302003N 0374021E 303003N 0380021E 313003N 0370021E 320002N 0390021E TO 320911N 0391206E At Jordan, Saudi Arabia and Iraqi boundaries. Then the point 321349N 0391804E At the Southern corner of the Jordanian-Iraqi boundaries	Source: the State's AIS Publication
<b>Baghdad</b>	<b>FIR/UIR Baghdad</b>  Along the Iraqi boundaries with Iran, Kuwait, Saudi Arabia, Syria and Turkey	Source: the State's AIS Publication
<b>Bahrain</b>	<b>FIR/UIR Bahrain</b>  284400N 0494000E 270500N 0505500E 265500N 0511000E 260400N 0535700E 254900N 0530600E 240300N 0514700E thence along the Saudi Arabia / UAE national borders to the point where the national borders of Oman, Saudi Arabia and UAE meet to 224200N 0551200E, then the Saudi Arabia / Oman territorial boundary to 190000N 0520000E 253000N 0490000E 263330N 0452130E 275000N 0455500E 275000N 0490800E thence along the limit of the Saudi Arabia territorial	MID ANP Pfa 00/1 ATS approved 7 March 2005 and  Source: the State's AIS Publication (AIP ENR 2.1-1 dated 17 October 2013)  Pfa (Serial MID Basic ANP 13/03 – ATM/SAR)-

<b>FIR/UIR Location Indicator</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
	waters to 281500N 0485200E	realignment of Bahrain and Jeddah FIRs pending approval
<b>Beirut</b>	<b>FIR/UIR Beirut</b>  The geographical Lebanese/Syrian borders, then along the Lebanese/Palestinian borders, and a semicircular Arc, radius 45 NM centered KAD VOR	Source: the State's AIS Publication
<b>Cairo</b>	<b>FIR/UIR Cairo</b>  * <b>Northern border</b> 340000N 0241000E 340000N 0271000E 333000N 0300000E * <b>Eastern border</b> 315000N 0335900E 313600N 0343000E then follow the International border to: 293000N 0345500E 293000N 0350000E 280600N 0343500E 220000N 0380000E * <b>Southern border</b> 220000N 0380000E 220000N 0250000E * <b>Western border</b> 220000N 0250000E 314000N 0251000E 340000N 0241000E	Source: the State's AIS Publication
<b>Damascus</b>	<b>FIR/UIR Damascus</b>  From 355500N 0354000E to 355600N 0355500E then along the national border of Syria with Turkey and Iraq to a point 332200N 0384800E, then along the national border of Syria with Jordan to 324100N 0353800E then along the Western Syrian border to 331500N 0353700E then along the Lebanese Syrian border to a point 343800N 0355700E then to a point 343800N 0354300E then northwards along a line maintaining 12 NM from the coastline, to 355500N 0354000E	Source: the State's AIS Publication
<b>Emirates</b>	<b>FIR/UIR Emirates</b>  262100N 0560600E 253600N 0561300E 250000N 0563500E 240000N 0553500E 224200N 0551200E to the point where the national borders of Oman, Saudi Arabia and UAE meet, then along the national border between Saudi Arabia and UAE to 240300N 0514700E 254900N 0530600E 260400N 0535700E 253800N 0552000E 262100N 0560600E	Source MID ANP Serial No. EUR 85/02-ATS/88-COM/400-MET/75-SAR/16-AIS/1 dated 9 December 1986 and PfA Serial 00/1 ATS approved 7 march 2005

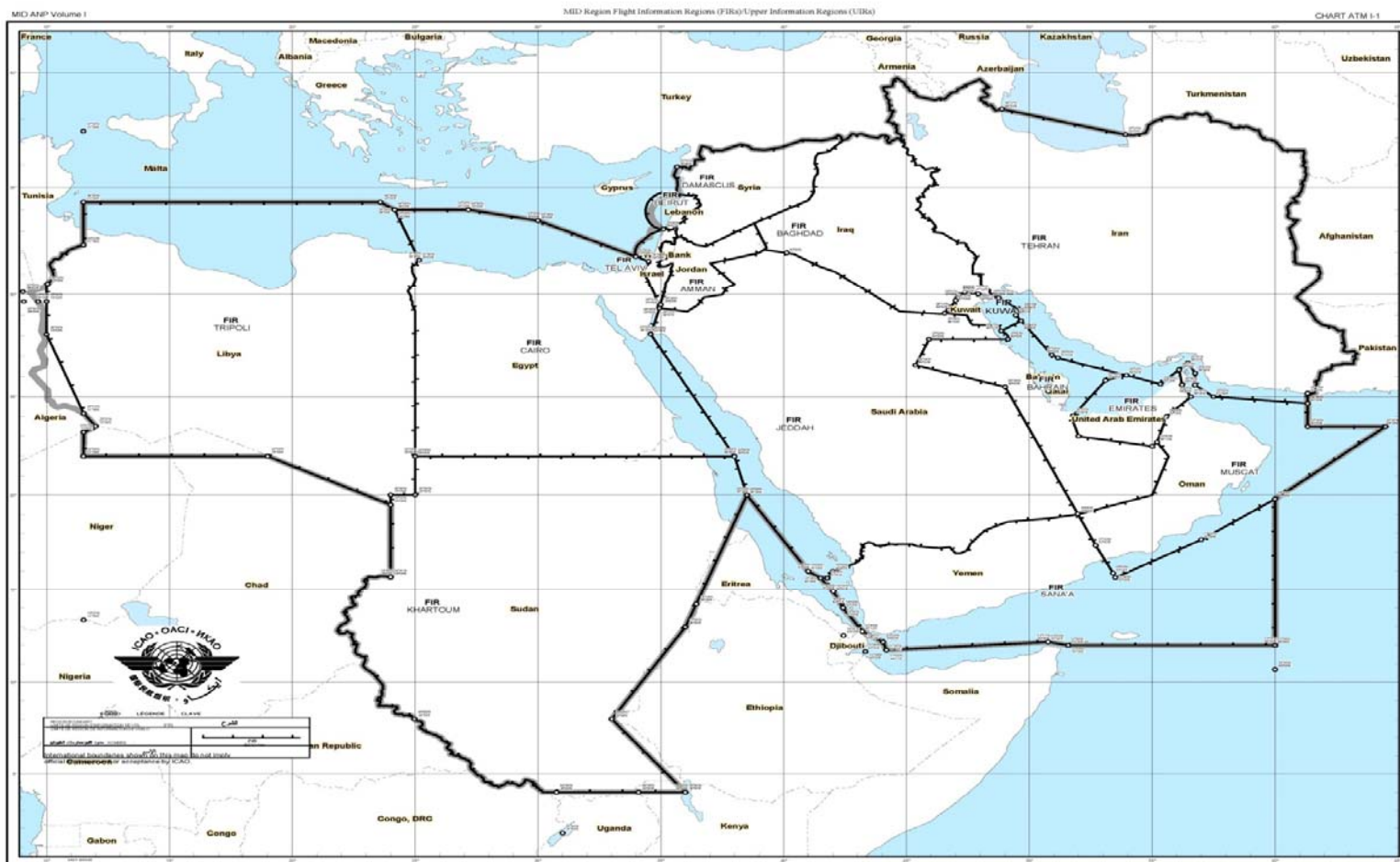
<b>FIR/UIR Location Indicator</b>	<b>Lateral limits coordinates</b>				<b>Remarks</b>
<b>1</b>	<b>2</b>				<b>3</b>
<b>Jeddah</b>	<b>FIR/UIR Jeddah</b>				
	292124N	0345718E	291131N	0360356E	Source: the State's AIS Publication (AIP ENR 2.1-1 dated 11 March 2010)  PfA (Serial MID Basic ANP 13/03 – ATM/SAR) realignment of Bahrain and Jeddah FIRs pending approval
	293001N	0362956E	295201N	0364456E	
	300002N	0372956E	302002N	0373956E	
	303002N	0375956E	313002N	0365956E	
	320002N	0385956E	320915N	0391203E	
	315653N	0402447E	312223N	0412627E	
	310642N	0420508E	291155N	0444318E	
	290340N	0462534E	290604N	0463311E	
	then along the national boundary between Kuwait and Saudi Arabia and then along the limit of Saudi Arabian territorial waters to:				
	275000N	0490800E	275000N	0455500E	
	263330N	0452130E	253000N	0490000E	
	190000N	0520000E	clockwise to		
	184720N	0504700E	183700N	0490700E	
	181000N	0481100E	172700N	0473600E	
	170700N	0472800E	165700N	0471100E	
	165700N	0470000E	171700N	0464500E	
	171400N	0462200E	171500N	0460600E	
	172000N	0452400E	172600N	0451300E	
	172600N	0443900E	172420N	0443400E	
	172600N	0442800E	172600N	0442158E	
	then follow Saudi Arabia and Republic of Yemen international boundaries in accordance with Jeddah treaty to the coast line boundary:				
	162415N	0424620E	162415N	0420900E	
	161724N	0414700E	160000N	0420000E	
	154700N	0415300E	153955N	0413947E	
	160000N	0410000E	200000N	0383000E	
	220000N	0380000E	280600N	0343500E	
	then back to starting point				
<b>Khartoum</b>	<b>FIR/UIR Khartoum</b>				
	154500N	0240000E	200000N	0240000E	Source: the State's AIS Publication
	200000N	0250000E	220000N	0250000E	
	220000N	0380000E	200000N	0383000E	
	125500N	0360000E	080000N	0330000E	
	040000N	0360500E	040000N	0301200E	
	Common national boundary:				
	– SUDAN /KINSHASA				
	– SUDAN/CONGO DROF				
	– SUDAN /BRAZZAVILLE				
	– SUDAN/CENTRAL AFRICA				
	– SUDAN/NDJMENA.				

<b>FIR/UIR Location Indicator</b>	<b>Lateral limits coordinates</b>				<b>Remarks</b>
<b>1</b>	<b>2</b>				<b>3</b>
<b>Kuwait</b>	<b>FIR/UIR Kuwait</b>				Source:  Limited MID RAN Jan 1996  the State's AIS Publication
	290604N	0463319E	291502N	0464211E	
	294319N	0470024E	295105N	0470454E	
	300001N	0470920E	300613N	0472217E	
	300613N	0474228E	300113N	0475528E	
	295924N	0480042E	300146N	0480434E	
	300120N	0480952E	295110N	0482451E	
	295121N	0484503E	291300N	0494000E	
	290000N	0492700E	284400N	0494000E	
	281500N 0485203E then following the Saudi Arabia territorial waters and Kuwait / Saudi Arabia International boundary to the point 290604N 0463319E				
<b>Muscat</b>	<b>FIR/UIR Muscat</b>				Source: the State's AIS Publication
	250000N	0563500E	253600N	0561300E	
	262100N	0560600E	264100N	0562700E	
	261000N	0564500E	253500N	0564500E	
	250000N	0573000E	244000N	0612000E	
	233000N	0612000E	233000N	0643000E	
	194800N	0600000E	174000N	0570000E	
	154000N	0533000E	163800N	0530400E	
	172200N	0524400E	190000N	0520000E	
	thence along the common national boundary Sultanate of Oman/Kingdom of Saudi Arabia and along the common national boundary Sultanate of Oman/United Arab Emirates to 224200N 0551200E 240000N 0553500E 250000N 0563500E				
<b>Sanaa'</b>	<b>FIR/UIR Sanaa'</b>				Source: the State's AIS Publication  MID ANP
	173000N	0443500E	173500N	0430800E	
	164100N	0430800E	160800N	0412900E	
	145106N	0422354E	141542N	0423630E	
	123600N	0431800E	123142N	0432712E	
	121036N	0440206E	114500N	0441100E	
	114730N	0444348E	115900N	0470800E	
	121100N	0504500E	120718N	0510242E	
	120000N	0513000E	120000N	0600000E	
	161400N	0600000E	194800N	0600000E	
	174000N	0570000E	164618N	0552436E	
	160718N	0541648E	154000N	0533100E	
	163324N	0530612E	190000N	0520000E	
	.				
<b>Tehran</b>	<b>FIR/UIR Tehran</b>				Source: the State's AIS Publication
	372100N	0535500E	382630N	0485230E	

<b>FIR/UIR Location Indicator</b>	<b>Lateral limits coordinates</b>				<b>Remarks</b>
<b>1</b>	<b>2</b>				<b>3</b>
	thence along the Islamic Republic of Iran / Azerbaijan, Armenia, Turkey and Iraq territorial borders to Persian gulf to 295110N 0484500E 291300N 0494000E 290000N 0492700E 270500N 0505500E 265500N 0511000E 253800N 0552000E 264100N 0562700E 261000N 0564500E 253500N 0564500E 250000N 0573000E 244000N 0612000E, thence along the Islamic Republic of Iran / Pakistan, Afghanistan and Turkmenistan territorial borders to 372100N 0535500E				
<b>Tripoli</b>	<b>FIR/UIR Tripoli</b>				Source: the State's AIS Publication
	342000N 0113000E 342000N 0233500E 340000N 0241000E 314100N 0250800E 200000N 0250000E 200000N 0240000E 193000N 0240000E 220000N 0190000E 220000N 0113000E to Western Border Libya-GSPAJ along Western Border Libya-GSPAJ to 322200N 0113000E 342000N 0113000E				



## Chart ATM I-1 FLIGHT INFORMATION REGIONS (FIR)/UPPER INFORMATION REGIONS (UIR) IN THE MID REGION



**MID ANP, VOLUME I**

**PART V – METEOROLOGY (MET)**

**1. INTRODUCTION**

1.1 This part of the MID ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aeronautical meteorology (MET) facilities and services in the MID Region(s) and complements the provisions of the ICAO SARPs and PANS related to MET. It contains stable plan elements related to the assignment of responsibilities to States for the provision of MET facilities and services within the ICAO MID Region(s) in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the MET facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan element related to the assignment of responsibilities to States for the provision of MET facilities and services and the mandatory requirements based on regional air navigation agreements related to MET are contained in the MID ANP Volume II, Part V - MET.

1.3 The MID ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules.

***Standards and Recommended Practices and Procedures for Air Navigation Services***

1.4 The SARPs and PANS and related guidance material applicable to the provision of MET are contained in:

- a) Annex 3 — *Meteorological Service for International Air Navigation*;
- b) *Regional Supplementary Procedures* (Doc 7030);
- c) *Handbook on the IAVW* (Doc 9766);
- d) *Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds* (Doc 9691); and
- e) *Manual of Aeronautical Meteorological Practice* (Doc 8896).

**2. GENERAL REGIONAL REQUIREMENTS**

***World area forecast system (WAFS) and meteorological offices***

2.1 In the MID Region(s), WAFS London has been designated as the centre for the operation of the aeronautical fixed service satellite distribution system / WAFS Internet File Service (SADIS and/or WIFS) and the Internet-based Secure SADIS FTP service. The status of implementation of SADIS/WIFS by States in the MID Region(s) is detailed in Volume III.

2.2 In the MID Region(s), WAFS products in digital form should be disseminated by WAFS London using the SADIS 2G satellite broadcast and the Secure SADIS FTP service and/or WIFS.

*Volcanic Ash*

2.3 Volcanic ash advisory centres (VAACs) Toulouse has been designated to prepare volcanic ash advisory information for the MID Region(s), as indicated below. The status of implementation of volcanic ash advisory information is detailed in Volume III.

- VACC Toulouse

2.4 Selected State volcano observatories have been designated for notification of significant pre-eruption volcanic activity, a volcanic eruption and/or volcanic ash in the atmosphere for the MID Region(s) to their corresponding ACC/FIC, MWO and VAAC, as indicated at Table MET I-1. The status of implementation of volcano observatory notice for aviation (VONA) is detailed in Volume III.

*Tropical Cyclone*

2.5 Tropical cyclone advisory centre (TCAC) New Delhi has been designated to prepare tropical cyclone advisory information for the MID Region(s), as indicated below. The status of implementation of tropical cyclone advisory information is detailed in Volume III. ~~if applicable~~

- TCAC New Delhi

### 3. SPECIFIC REGIONAL REQUIREMENTS

3.1 ~~TBD (if necessary)~~ None.

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**TABLE MET I-1 - STATE VOLCANO OBSERVATORIES**  
**Explanation of the Table**

**Column**

- 1** Name of the State responsible for the provision of a volcano observatory
- 2** Name of the volcano observatory

State	Volcano observatory
1	2
<b>Iceland</b>	Icelandic Meteorological Office
...	...

**Not Applicable to the MID Region**

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## MID ANP, VOLUME I

### PART VI - SEARCH AND RESCUE (SAR)

#### 1. INTRODUCTION

1.1 This part of the MID ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of search and rescue (SAR) facilities and services in the MID Region and complements the provisions of ICAO SARPs and PANS related to SAR. It contains stable plan elements related to the assignment of responsibilities to States for the provision of SAR facilities and services within the ICAO MID Region in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300) and mandatory requirements related to the SAR facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of States' responsibilities for the provision of SAR facilities and services and the mandatory requirements based on regional air navigation agreements related to SAR are contained in the MID ANP, Volume II, Part VI – SAR.

#### *Standards and Recommended Practices and Procedures for Air Navigation Services*

1.3 The SARPs and PANS and related guidance material applicable to the provision of SAR are contained in:

- a) Annex 12 – *Search and Rescue*;
- b) Annex 6 — *Operation of Aircraft*;
- c) *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM) (Doc 4444);
- d) *Regional Supplementary Procedures* (Doc 7030); and
- e) *International Aeronautical and Maritime Search and Rescue Manual* (Doc 9731-AN/958).

#### 2. GENERAL REGIONAL REQUIREMENTS

2.1 Each Contracting State should ensure that the provision of search and rescue services covers its own territory and those areas over the high seas for which it is responsible for the provision of those services. The description of the current Search and Rescue Regions (SRRs), as approved by the ICAO Council, are contained in **Table SAR I-1** and depicted in the **Chart SAR I-1**. The list of Rescue Coordination Centres (RCCs) and Rescue Sub-centres (RSCs) in the Region(s) are detailed in Volume II.

2.2 The three volumes of the *IAMSAR Manual* (Doc 9731) provide guidance for a common aviation and maritime approach to organizing and providing SAR services. States are invited to use the *IAMSAR Manual* to ensure the availability of effective aeronautical SAR services and to cooperate with neighbouring States.

2.3 States which rely on military authorities and/or other sources for the provision of SAR facilities should ensure that adequate arrangements are in place for coordination of SAR activities between all entities involved.

2.4 Arrangements should be made to permit a call on any national services likely to be able to render assistance on an ad-hoc basis, in those cases when the scope of SAR operations requires such assistance.

**3. SPECIFIC REGIONAL REQUIREMENTS**

3.1 None.

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**TABLE SAR I-1 – SEARCH AND RESCUE REGIONS (SRR) OF THE MID REGION****EXPLANATION OF THE TABLE**

Column:

1. Name of the SRR.
2. Description of SRR lateral limits.
3. Additional information, if necessary.

***N.B. The inconsistencies related to the common FIR Boundaries are not highlighted in the table below:***

<b>SSR</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
<b>Amman</b>	<p><b>FIR/UIR Amman</b></p> <p>292125N 0345743E On the Gulf of Aqaba  291102N 0360420E 293002N 0363021E  295203N 0364521E 300003N 0373021E  302003N 0374021E 303003N 0380021E  313003N 0370021E 320002N 0390021E  TO 320911N 0391206E At Jordan, Saudi Arabia and  Iraqi boundaries. Then the point 321349N 0391804E  At the Southern corner of the Jordanian-Iraqi  boundaries</p>	Source: the State's AIS Publication
<b>Baghdad</b>	<p><b>FIR/UIR Baghdad</b></p> <p>Along the Iraqi boundaries with Iran, Kuwait, Saudi  Arabia, Syria and Turkey</p>	Source: the State's AIS Publication
<b>Bahrain</b>	<p><b>FIR/UIR Bahrain</b></p> <p>284400N 0494000E 270500N 0505500E  265500N 0511000E 260400N 0535700E  254900N 0530600E 240300N 0514700E thence  along the Saudi Arabia / UAE national borders to  the point where the national borders of Oman,  Saudi Arabia and UAE meet to 224200N  0551200E, then the Saudi Arabia / Oman  territorial boundary to 190000N 0520000E  253000N 0490000E 263330N 0452130E  275000N 0455500E 275000N 0490800E thence  along the limit of the Saudi Arabia territorial  waters to 281500N 0485200E</p>	<p>MID ANP PfA 00/1  ATS approved 7  March 2005 and</p> <p>Source: the State's  AIS Publication (AIP  ENR 2.1-1 dated 17  October 2013)</p> <p>PfA (Serial MID Basic  ANP 13/03 –  ATM/SAR)-  realignment of  Bahrain and Jeddah  FIRs pending approval</p>
<b>Beirut</b>	<p><b>FIR/UIR Beirut</b></p> <p>The geographical Lebanese/Syrian borders, then  along the Lebanese/Palestinian borders, and a</p>	Source: the State's AIS Publication

<b>SSR</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
	semicircular Arc, radius 45 NM centered KAD VOR	
<b>Cairo</b>	<p style="text-align: center;"><b>FIR/UIR Cairo</b></p> <p><b>*Northern border</b> 34000N 0241000E 34000N 0271000E 333000N 0300000E</p> <p><b>*Eastern border</b> 315000N 0335900E 313600N 0343000E then follow the International border to: 293000N 0345500E 293000N 0350000E 280600N 0343500E 220000N 0380000E</p> <p><b>*Southern border</b> 220000N 0380000E 220000N 0250000E</p> <p><b>*Western border</b> 220000N 0250000E 314000N 0251000E 340000N 0241000E</p>	Source: the State's AIS Publication
<b>Damascus</b>	<p style="text-align: center;"><b>FIR/UIR Damascus</b></p> <p>From 355500N 0354000E to 355600N 0355500E then along the national border of Syria with Turkey and Iraq to a point 332200N 0384800E, then along the national border of Syria with Jordan to 324100N 0353800E then along the Western Syrian border to 331500N 0353700E then along the Lebanese Syrian border to a point 343800N 0355700E then to a point 343800N 0354300E then northwards along a line maintaining 12 NM from the coastline, to 355500N 0354000E</p>	Source: the State's AIS Publication
<b>Emirates</b>	<p style="text-align: center;"><b>FIR/UIR Emirates</b></p> <p>262100N 0560600E 253600N 0561300E 250000N 0563500E 240000N 0553500E 224200N 0551200E to the point where the national borders of Oman, Saudi Arabia and UAE meet, then along the national border between Saudi Arabia and UAE to 240300N 0514700E 254900N 0530600E 260400N 0535700E 253800N 0552000E 262100N 0560600E</p>	Source MID ANP Serial No. EUR 85/02-ATS/88-COM/400-MET/75-SAR/16-AIS/1 dated 9 December 1986 and PFA Serial 00/1 ATS approved 7 march 2005
<b>Jeddah</b>	<p style="text-align: center;"><b>FIR/UIR Jeddah</b></p> <p>292124N 0345718E 291131N 0360356E 293001N 0362956E 295201N 0364456E 300002N 0372956E 302002N 0373956E 303002N 0375956E 313002N 0365956E 320002N 0385956E 320915N 0391203E</p>	Source: the State's AIS Publication (AIP ENR 2.1-1 dated 11 March 2010)

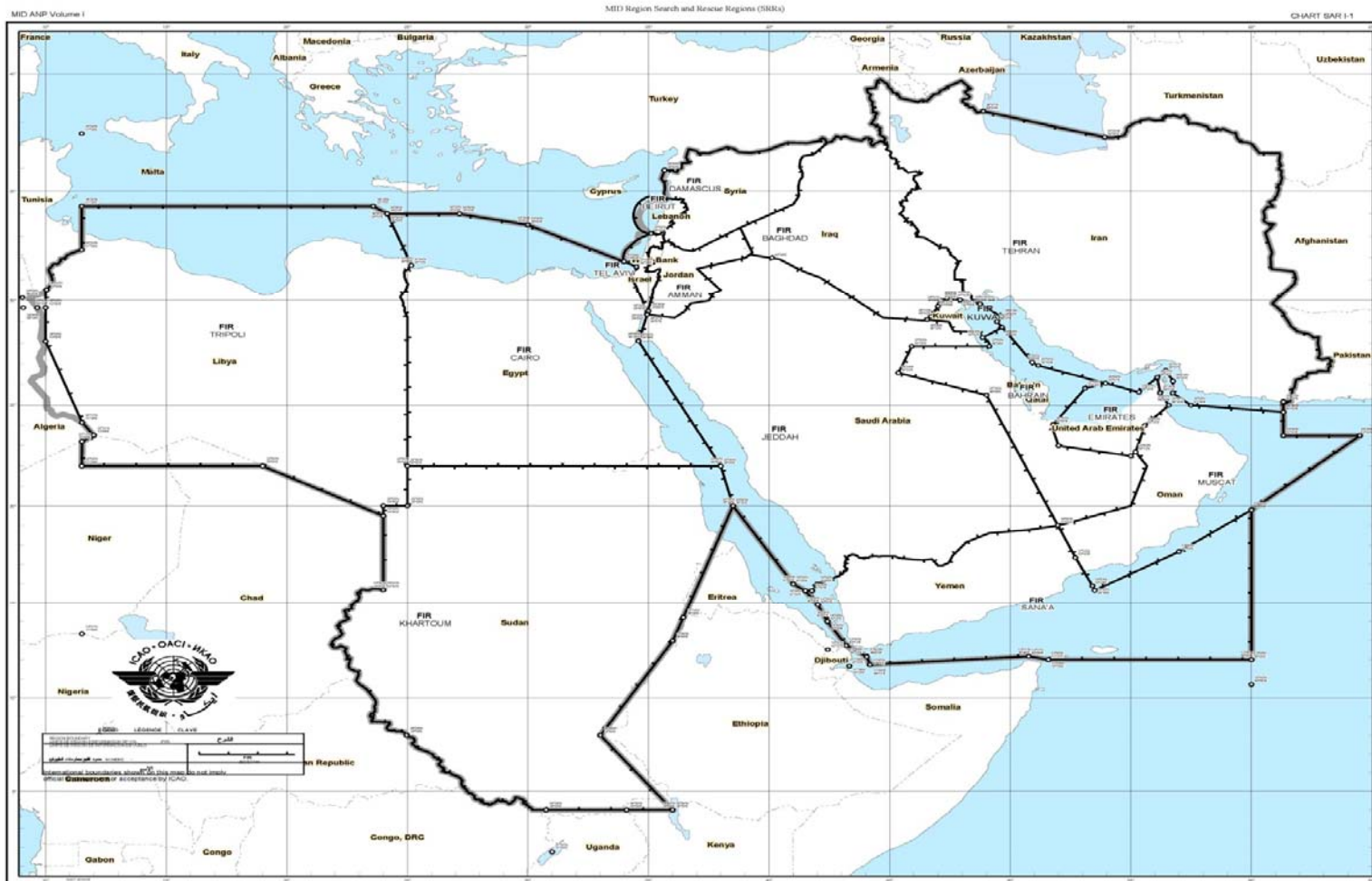


SSR	Lateral limits coordinates				Remarks
1	2				3
	315653N	0402447E	312223N	0412627E	PfA (Serial MID Basic ANP 13/03 – ATM/SAR) realignment of Bahrain and Jeddah FIRs pending approval
	310642N	0420508E	291155N	0444318E	
	290340N	0462534E	290604N	0463311E	
	then along the national boundary between Kuwait and Saudi Arabia and then along the limit of Saudi Arabian territorial waters to:				
	275000N	0490800E	275000N	0455500E	
	263330N	0452130E	253000N	0490000E	
	190000N 0520000E clockwise to				
	184720N	0504700E	183700N	0490700E	
	181000N	0481100E	172700N	0473600E	
	170700N	0472800E	165700N	0471100E	
	165700N	0470000E	171700N	0464500E	
	171400N	0462200E	171500N	0460600E	
	172000N	0452400E	172600N	0451300E	
	172600N	0443900E	172420N	0443400E	
	172600N	0442800E	172600N	0442158E	
	then follow Saudi Arabia and Republic of Yemen international boundaries in accordance with Jeddah treaty to the coast line boundary:				
	162415N	0424620E	162415N	0420900E	
	161724N	0414700E	160000N	0420000E	
	154700N	0415300E	153955N	0413947E	
	160000N	0410000E	200000N	0383000E	
	220000N	0380000E	280600N	0343500E	
	then back to starting point				
<b>Khartoum</b>	<b>FIR/UIR Khartoum</b>				
	154500N	0240000E	200000N	0240000E	
	200000N	0250000E	220000N	0250000E	
	220000N	0380000E	200000N	0383000E	
	125500N	0360000E	080000N	0330000E	
	040000N	0360500E	040000N	0301200E	
	Common national boundary:				
	– SUDAN /KINSHASA				
	– SUDAN/CONGO DROF				
	– SUDAN /BRAZZAVILLE				
	– SUDAN/CENTRAL AFRICA				
	– SUDAN/NDJMENA.				
<b>Kuwait</b>	<b>FIR/UIR Kuwait</b>				Source: Limited MID RAN Jan 1996 the State's AIS Publication
	290604N	0463319E	291502N	0464211E	
	294319N	0470024E	295105N	0470454E	
	300001N	0470920E	300613N	0472217E	
	300613N	0474228E	300113N	0475528E	
	295924N	0480042E	300146N	0480434E	
	300120N	0480952E	295110N	0482451E	
	295121N	0484503E	291300N	0494000E	

<b>SSR</b>	<b>Lateral limits coordinates</b>	<b>Remarks</b>
<b>1</b>	<b>2</b>	<b>3</b>
	290000N 0492700E 284400N 0494000E 281500N 0485203E then following the Saudi Arabia territorial waters and Kuwait / Saudi Arabia International boundary to the point 290604N 0463319E	
<b>Muscat</b>	<b>FIR/UIR Muscat</b>  250000N 0563500E 253600N 0561300E 262100N 0560600E 264100N 0562700E 261000N 0564500E 253500N 0564500E 250000N 0573000E 244000N 0612000E 233000N 0612000E 233000N 0643000E 194800N 0600000E 174000N 0570000E 154000N 0533000E 163800N 0530400E 172200N 0524400E 190000N 0520000E thence along the common national boundary Sultanate of Oman/Kingdom of Saudi Arabia and along the common national boundary Sultanate of Oman/United Arab Emirates to 224200N 0551200E 240000N 0553500E 250000N 0563500E	Source: the State's AIS Publication
<b>Sanaa'</b>	<b>FIR/UIR Sanaa'</b>  173000N 0443500E 173500N 0430800E 164100N 0430800E 160800N 0412900E 145106N 0422354E 141542N 0423630E 123600N 0431800E 123142N 0432712E 121036N 0440206E 114500N 0441100E 114730N 0444348E 115900N 0470800E 121100N 0504500E 120718N 0510242E 120000N 0513000E 120000N 0600000E 161400N 0600000E 194800N 0600000E 174000N 0570000E 164618N 0552436E 160718N 0541648E 154000N 0533100E 163324N 0530612E 190000N 0520000E .	Source: the State's AIS Publication  MID ANP
<b>Tehran</b>	<b>FIR/UIR Tehran</b>  372100N 0535500E 382630N 0485230E thence along the Islamic Republic of Iran / Azerbaijan, Armenia, Turkey and Iraq territorial borders to Persian gulf to 295110N 0484500E 291300N 0494000E 290000N 0492700E 270500N 0505500E 265500N 0511000E 253800N 0552000E 264100N 0562700E 261000N 0564500E 253500N 0564500E 250000N 0573000E 244000N 0612000E, thence along the Islamic Republic of Iran / Pakistan, Afghanistan and	Source: the State's AIS Publication

SSR	Lateral limits coordinates	Remarks
1	2	3
	Turkmenistan territorial borders to 372100N 0535500E	
<b>Tripoli</b>	<p style="text-align: center;"><b>FIR/UIR Tripoli</b></p> 342000N 0113000E 342000N 0233500E 340000N 0241000E 314100N 0250800E 200000N 0250000E 200000N 0240000E 193000N 0240000E 220000N 0190000E 220000N 0113000E to Western Border Libya- GSPAJ along Western Border Libya-GSPAJ to 322200N 0113000E 342000N 0113000E	Source: the State's AIS Publication

**Chart SAR I-1 – SEARCH AND RESCUE REGIONS (SRR) OF THE MID REGION**



**MID ANP, VOLUME I****PART VII - AERONAUTICAL INFORMATION MANAGEMENT (AIM)****1. INTRODUCTION**

1.1 This part of the MID ANP constitutes the agreed regional requirements considered to be the minimum necessary for effective planning and implementation of aeronautical information services (AIS) and aeronautical information management (AIM) facilities and services in the MID Region(s) and complements the provisions of the ICAO SARPs and PANS related to AIS/AIM. It contains stable plan elements related to the assignment of responsibilities to States for the provision of AIS/AIM facilities and services within the ICAO MID Region(s) in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the AIS/AIM facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.2 The dynamic plan elements related to the assignment of responsibilities to States for the provision of AIS/AIM facilities and services and the mandatory requirements based on regional air navigation agreements related to the AIS/AIM facilities and services are contained in the MID ANP Volume II, Part VII – AIM.

1.3 The MID ANP Volume III contains dynamic/flexible plan elements related to the implementation of air navigation systems and their modernization in line with the ICAO Aviation System Block Upgrades (ASBUs) methodology and associated technology roadmaps described in the Global Air Navigation Plan. The ASBU modules are aimed at increasing capacity and improving efficiency of the aviation system whilst maintaining or enhancing safety level, and achieving the necessary harmonization and interoperability at regional and global level. This includes the regionally agreed ASBU modules applicable to the specified ICAO region/sub-region and associated elements/enablers necessary for the monitoring of the status of implementation of these ASBU modules, which include service improvement through digital aeronautical information management and interoperability and data through globally interoperable system wide information management (SWIM).

***Standards and Recommended Practices and Procedures for Air Navigation Services***

1.4 The SARPs and PANS and related guidance material applicable to the provision of AIS, and ultimately AIM, are contained in:

- a) Annex 4 — *Aeronautical Charts*;
- b) Annex 15 — *Aeronautical Information Services*;
- c) *Regional Supplementary Procedures* (Doc 7030);
- d) *Aeronautical Information Services Provided by States* (Doc 7383);
- e) *Location Indicators* (Doc 7910);
- f) *Aeronautical Information Services Manual* (Doc 8126);
- g) *Procedures for Air Navigation Services – Aircraft Operations – Construction of Visual and Instrument Flight Procedures* (PANS-OPS, Volume I and Volume II) (Doc 8168);
- h) *ICAO Abbreviations and Codes* (PANS-ABC) (Doc 8168);
- i) *Aeronautical Charts Manual* (Doc 8697);

- j) *Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services* (Doc 9377);
- k) *World Geodetic System (1984) Manual* (Doc 9674);
- l) *Guidelines on the Use of the Public Internet for Aeronautical Applications* (Doc 9855);
- m) *Guidelines for Electronic Terrain, Obstacle and Aerodrome Mapping Information* (Doc 9881);
- n) *Flight Procedure Design Quality Assurance System, Volume I* (Doc 9906);
- o) “*AIM QMS Manual*” (Doc 9839) (Draft); and
- p) “*Training Manual for AIM*” (Doc 9991) (Draft).

## **2. GENERAL REGIONAL REQUIREMENTS**

2.1 States should ensure that the provision of aeronautical data and aeronautical information covers its own territory and those areas over the high seas for which it is responsible for the provision of air traffic services, in accordance with **Charts ATM I-1 and ATM I-2**.

2.2 States are responsible for the aeronautical information/data published by its aeronautical information service or by another State or a non-governmental agency on its behalf.

2.3 Aeronautical information published for and on behalf of a State should clearly indicate that it is published under the authority of that State.

2.4 The responsibility for the provision of AIS/AIM facilities and services in the **MID** Region(s) is reflected in the Volume II.

## **3. SPECIFIC REGIONAL REQUIREMENTS**

3.1 ~~\_\_\_\_\_~~ TBD (if necessary) None.

- END -