



International Civil Aviation Organization

**MIDANPIRG Air Traffic Management Sub-Group**

**Tenth Meeting (ATM SG/10)**  
**(Jeddah, Saudi Arabia, 20 – 23 October 2024)**

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**Agenda Item 3: Planning and Implementation issues related to ATM/SAR**

**MID ANP VOLUME I: FIR BOUNDARY COORDINATES PROPOSAL FOR  
AMENDMENT (PFA)**

*(Presented by the Secretariat)*

**SUMMARY**

This paper provides an update on the progress of MID eANP Volume I, Part IV-ATM – [Table ATM I-1] – Flight Information Regions (FIR)/Upper Information Regions (UIR) and Part VI [Table SAR I-1] Search and Rescue Regions (SRR).

Action by the meeting is at paragraph 3.

**REFERENCES**

- ATM SG/9 Meeting Report (Sharm El Sheikh, Egypt, 14 – 16 November 2023)
- MIDANPIRG/15 Meeting Report (Bahrain, 8 – 11 June 2015)
- MIDANPIRG/17 and RASG-MID/7 meetings report (Cairo, Egypt, 15 – 18 April 2019)
- MIDANPIRG/20 and RASG-MID/10 Meetings Report (Muscat, Oman, 14 – 17 May 2023)
- MIDANPIRG/21 & RASG-MID/11 Meetings Report (Abu Dhabi, UAE, 4 – 8 March 2024)
- MSG/5 Meeting Report (Cairo, Egypt, 18 - 20 April 2016)

**1. INTRODUCTION**

1.1 The establishment of the electronic Air Navigation Plan (eANP) has necessitated incorporation of Flight Information Regions/Upper Information Regions (FIR/UIR) and Search and Rescue Regions (SRR) boundary dimensions.

1.2 The ICAO Council approved the new eANP Template (Volumes I, II and III) and corresponding procedure for amendment on 18 June 2014 (202nd session, fourth meeting).

1.3 The meeting may wish to recall that the MIDANPIRG/15 meeting reviewed and endorsed the MID eANP VOL I, II and III (MIDANPIRG/15 Conclusion 15/11 refers) without the FIRs/UIRs boundary coordinates (Tables ATM I-1 MID Region Flight Information Regions (FIRs)/ Upper Information Regions (UIRs) and SAR I-1 MID Region Search and Rescue Regions (SRRs)). The publication of the FIR Boundary coordinates/descriptions necessitates bi-lateral/multi-lateral agreements between concerned States.

1.4 The meeting may wish to recall that the MSG/5 Conclusion 5/5 and MIDANPIRG17 meeting endorsed the Guidelines for the publication of FIR boundary points and through Conclusion 17/12, urged States to take into consideration the Guidelines for the description of their FIR boundaries in the States' AIPs.

## 2. DISCUSSION

2.1 The MIDANPIRG/20 meeting reiterated that a review of the FIRs descriptions should be conducted by the States and stressed the importance of supporting a process for checking alignment, and validation of data accuracy. Moreover, the meeting agreed that a step-by-step approach should be used in populating the Tables ATM I-1 and SAR I-1. Accordingly, the MIDANPIRG/20 meeting had agreed to the following Conclusion:

*MIDANPIRG CONCLUSION 20/13: PROPOSAL FOR AMENDMENT TO THE MID ANP VOLUME I, TABLES ATM I-1 MID REGION FLIGHT INFORMATION REGIONS (FIRS)/UPPER INFORMATION REGIONS (UIRS) AND SAR I-1 MID REGION SEARCH AND RESCUE REGIONS (SRRS)*

*That, the ICAO MID Office coordinate with the States concerned and process Proposal(s) for Amendment to the MID ANP Vol I, Tables ATM I-1 MID Region Flight Information Regions (FIRS)/ Upper Information Regions (UIRs) and SAR I-1 MID Region Search and Rescue Regions (SRRs) in accordance with standard procedure.*

2.2 Despite MIDANPIRG conclusions and ICAO MID follow up since 2017, so far, the progress of development of PfAs to incorporate MID FIRs/SRRs in MID ANP Volume I is moving very slowly. The following is the current status:

- a) based on PfA MID ANP-I 20/01 – ATM/SAR originated by Qatar, ICAO Council approved establishment of a Doha Flight Information Region (FIR) / Search and Rescue Region (SRR) with C-DEC-225/10 on 11 March 2022. The required coordinates added to MID ANP Volume I relevant tables accordingly.
- b) due to number of inconsistencies between State publications (AIP), further to intense coordination, inconsistencies related to three (3) States have been eliminated; Iraq, Libya and Syria.
- c) as requested by Libya and with the support from ICAO MID, required PfA related to Tripoli FIR and SRR is being processed.

2.3 It is worth mentioning that the following key issues and challenges have been identified through coordination with States for preparation of PfA related to FIR and SRR boundaries.

- a) lack of procedure to follow up the progress;
- b) neglecting to consider the FIR/SRR boundary coordinates have been already published in ANP, Volume I, Chart ATS – 1 as a reference by the States to develop required PfA and publish FIR/SRR description in their respective AIPs;
- c) Non-adherence with MIDANPIRG Conclusion 17/12 related to the guidelines for the publication of FIR boundary coordinates by States;
- d) lack of coordination between adjacent States to publish a common FIR coordinates;

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- e) lack of focal point in some States to be familiar with this requirement and make required follow-up; and
- f) lack of publication of the FIR description.

2.4 To tackle the barriers identified in para 2.3 in the more efficient way, the procedure at **Appendix A** is proposed.

2.5 Based on the above, the meeting is invited to review and agree on the following Draft Conclusion.

***DRAFT CONCLUSION 10/X: PROCEDURE FOR DEVELOPMENT OF FIR AND SRR PROPOSAL FOR AMENDMENT (PFA)***

*That, the MID States and ICAO MID Office develop and process the required Pfa related to FIR and SRR description in MID ANP Volume I in accordance with procedure in **Appendix A**.*

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) urge States to review and agree on the procedure in **Appendix A**; and
- b) agree on draft Conclusion in para 2.5.

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## Procedure of Development of FIR/SRR PfA

1.1 States should note that the coordinates for FIR and SRR boundary in ANP Volume I is not description of the State territory, so it should be concise and avoid unnecessary coordinates;

*Note: if the boundary of the adjacent FIRs is coincided with their respective territory, no additional coordinates more than the one has been defined in ANP, Volume I, Chart ATS – 1 is required.*

1.2 States are requested to take into account FIR/SRR boundary coordinates have been already published in **ANP, Volume I, Chart ATS – 1** as the main reference for coordination with adjacent FIRs, development of PfA and publication of FIR/SRR description in AIPs;

1.3 States are requested to nominate accountable focal point to follow up this subject with cooperation and coordination of the adjacent FIRs and ICAO MID Office;

1.4 ICAO MID Office would initiate the process by issuing a State Letter to each MID State to elaborate on the required actions to be expected from each State;

*Note 1: one of the most prominent actions required by the State is to conduct bilateral/multilateral discussion with the adjacent State(s) to agree on the description of common FIR boundaries, validate the revised description and inform the outcomes officially to ICAO MID.*

*Note 2: if required, ICAO MID Office could call for coordination meeting with participation of concerned State(s).*

1.5 based on experience gained by ICAO APAC Office, MID States and ICAO MID Office are required to follow the PfA flow chart as indicated in **Attachment A**;

1.6 each State is required to draft own PfA to cover its entire FIR boundaries with adjacent FIRs with coordination of ICAO MID; and

1.7 ICAO MID Office will monitor the status through Air Navigation Report to indicate the progress of MID FIR/SRR boundaries publication.

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Attachment A

ANP FIR/SRR Review Process Flow Diagram

