International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

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

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

MID ANP VOLUME II: TABLE GEN II-1 (HOMOGENEOUS AREAS AND MAJOR TRAFFIC FLOWS IN THE MID REGION) PFA

(Presented by the Secretariat)

SUMMARY

This paper provides an update regarding the status of MID ANP, Volume II, Part I, Table GEN II-1 (Homogeneous areas and major traffic flows in the MID Region)

Action by the meeting is at paragraph 3.

REFERENCES

- MID Air Navigation Plan, Volume II edition November 2023

1. INTRODUCTION

1.1 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).

1.2 To facilitate air navigation systems planning and implementation, homogenous ATM areas and/or major traffic flows/routing areas have been defined for the MID Region in ANP, Volume II, Part I (General). While these areas of routing do not encompass all movements in the Region, they include the major routes.

1.3 A homogeneous ATM area is an airspace with a common ATM interest, based on similar characteristics of traffic density, complexity, air navigation system infrastructure requirements or other specified considerations. In such an ATM area a common detailed plan will foster the implementation of interoperable ATM systems. Homogeneous ATM areas may extend over States, specific portions of States, or groupings of States. They may also extend over large oceanic and continental areas. They are considered areas of shared interest and requirements.

2. DISCUSSION

2.1 The meeting may wish to note that the method of identifying homogeneous ATM areas involves consideration of the varying degrees of complexity and diversity of the worldwide air navigation infrastructure. Based on these considerations, planning could best be achieved at the global level if it was organized based on ATM areas of common requirements and interest, taking into account traffic density and the level of sophistication required.

2.2 A major traffic flow refers to a concentration of significant volumes of air traffic on the same or proximate flight trajectories. Major traffic flows may cross several homogeneous ATM areas with different characteristics.

2.3 A routing area encompasses one or more major traffic flows, defined for the purpose of developing a detailed plan for the implementation of ATM systems and procedures. A routing area may cross several homogeneous ATM areas with different characteristics. A routing area specifies common interests and requirements of underlying homogeneous areas, for which a detailed plan for the implementation of ATM systems and procedures either for airspace or aircraft will be specified.

2.4 The meeting may wish to note that the Secretariat has performed a review of ANP Volume II and has recognized the necessity for an update to Part I: General Planning Aspects, specifically Table GEN II-1 in **Appendix A** based on the main traffic flows in the MID Region. Accordingly, the meeting may wish to agree on the following Draft Conclusion:

DRAFT CONCLUSION 10/X: ***PROPOSAL FOR AMENDMENT TO THE MID eANP VOLUME II, PART I, TABLE GEN II-1***

That, the ICAO MID Office follow the process of the required Proposal for Amendment (PfA) to revise MID eANP, Volume II, Part I, Table GEN II-1(Homogeneous areas and major traffic flows identified in the Region).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) review and update Table GEN II-1 in **Appendix A** to be presented to MIDANPIRG/22 for endorsement; and

b) agree on draft Conclusion in para 2.4.

TABLE GEN II-1 - HOMOGENEOUS ATM AREAS AND/OR MAJOR TRAFFIC FLOWS IDENTIFIED IN THE MID REGION

Column

1	Area of routing (AR)	Sequential number of area of routing
2	Homogeneous Areas and/or Traffic flows/ routing areas	Brief description and/or name
3	FIRs involved	List of FIRs concerned
4	Type of area covered	Brief description of type of area, examples: Oceanic or Continental High or low density Oceanic en-route or Continental en-route
5	Remarks	Homogeneous ATM Area and/or Major Traffic Flow and Region(s) concerned

Area of routing (AR)	Homogeneous Areas and/or Traffic flows/ routing areas	FIRs involved	Type of area covered	Remarks
1	2	3	4	5
AR1	Asia and Europe, Asia and the Middle East, Europe and the Middle East, via the northern Arabian Peninsula and Eastern Mediterranean	Amman, Bahrain, Beirut, Damascus, Emirates, Jeddah, Kuwait, Muscat	Continental high density	Mainly intraregional and MID to/from ASIA and EUR. Some overflying EUR/ASIA traffic
AR2	Libya, Egypt and the southern Arabian Peninsula to/from Europe, Africa, Asia and North Africa	Bahrain, Cairo, Emirates, Jeddah, Muscat, Sana'a, Tripoli	Remote continental and oceanic low density (but seasonally high density)	Major traffic flow mainly landing and departing the MID region. Some EUR/AFI traffic and North Africa
AR3	Asia and Europe, Asia and the Middle East, Europe and the Middle East, north of the Gulf	Emirates, Teheran	Continental high density	Major traffic flow ASIA/EUR
AR4	Gulf, Asia (Indian subcontinent) to/from North of Europe	Baghdad, Bahrain, Emirates, Kuwait, Muscat	Continental high density	MID to/from Asia and EUR
AR5	Gulf Area to/from Eastern, Central and West Africa	Bahrain, Emirates, Jeddah, Khartoum, Muscat	Continental low density (Seasonal high density)	Traffic flow Intraregional. Seasonal pilgrim flights to/from, East, Central, and West AFI

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