



*International Civil Aviation Organization*

**MIDANPIRG/20 and RASG-MID/10 Meetings**

*(Muscat, Oman, 14-17 May 2023)*

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**Agenda Item 6.5: ATM/SAR**

**MUSCAT FIR ATM CONTINGENCY PLAN AND ARRANGEMENTS  
WITH ADJACENT FIRS**

*(Presented by Sultanate of Oman)*

**SUMMARY**

This paper presents the development and planning of Muscat FIR ATM contingency arrangements with ACCs of neighbouring FIRs, viz. Emirates, Jeddah, Sana, Tehran, Karachi, and Mumbai FIRs.

**REFERENCES**

ICAO Annex 11, Fifteen Edition, 2018  
ICAO MID Doc 003: ATM Contingency Plan, 2016  
ICAO APAC ATM Contingency Plan, Version 3.0, 2019  
ICAO Doc 4444, Sixteenth Edition, 2016

**1. INTRODUCTION**

1.1 Oman has regionally agreed on the formal arrangements with neighbouring FIRs with regards to contingency route structures in the various ICAO MID region meetings which is reflected in ICAO MID Doc 003: ATM Contingency Plan, 2016.

1.2 As being a signatory to the Chicago Convention, Oman has developed the ATM contingency plan in order to effectively implement the Standard 2.32 of Annex 11 which currently is in the approval process.

1.3 The contingency plan has included the contingency arrangements to be implemented in the event of natural disasters or public health emergencies with the objective of ensuring continued safety of air navigation in the event of partial or total disruption of air traffic services within the Muscat FIR.

**2. DISCUSSION**

2.1 The contingency plan has been shaped taking into consideration of ICAO MID Doc 003- ATM Contingency Plan, 2016 and ICAO APAC ATM Contingency Plan, Version 3.0, 2019.

2.2 The Contingency Plan provides the ATS procedures and contingency route structure using existing airways in most cases that will allow aircraft operators to operate within or transit the Muscat FIR during periods of limited or no ATS.

2.3 When approved, Muscat FIR ATM Contingency Plan will be coordinated with the ATS authorities of the adjacent FIRs, formal request of which will be made in due course of time.

2.4 The plan will be implemented in the event of disruption, or potential disruption, of air traffic services and related supporting services within the Muscat FIR, and activation of the plan will be timely coordinated to the authorities of adjacent FIRs and airspace user by promulgation of NOTAM.

2.5 ICAO MID Office’s assistance will be sought as necessary in finalizing, promulgating and implementing the plan.

2.6 The plan addresses the following basic elements:

- Administration
- Plan Management
- Airspace
- ATM Procedures
- Pilot/Operator Procedures
- Communications Facilities and Procedures
- Aeronautical Support Services including AIS and MET
- Contact Details

2.7 The plan will be simulated at least once in two years and full review of the plan will be done at least once in five years which may necessitate necessary changes in the plan. Prior timely coordination will be done made with the adjacent States and ICAO.

2.8 Contingency routes for traffic entering and exiting to and from Muscat TMA have been selected from the existing route structure in such a way that during the contingency operation it will not put in difficult situation.

TRAFFIC GROUPS	OOMM ENTRY POINT	ROUTE	OOMM EXIT POINT	TO FIR	FL AVAILABLE	REMARKS
<b>OOMS DEPARTURE</b>	MCT	T500-VUSET-R462	DENDA	TEHRAN	FL170	All TFC to cross 50 DME/MCT not above FL150
	MCT	G216	ALPOR	KARACHI	FL150	
	MCT	M303-KIPOL-N881	RASKI	MUMBAI	FL210	
	MCT	T502-MUSRU-P574	TOTOX	MUMBAI	FL230	
	MCT	T505-EMURU-M300	LOTAV	MUMBAI	FL250	
	MCT	B400-HAI-R401	KIVEL	SANAA	FL260	
	MCT	B400	IMKAD	SANAA	FL260	
	MCT	B400-ASTUN-B535	DARAB	OOSA	FL260	
	MCT	T506-TULBU-G652	TOKRA	JEDDAH	FL220	
	MCT	T506-TULBU-M628	LUDID	UAE	FL220	
	MCT	Q978-LOPIL-P899	ITRAX	UAE	FL180	
	MCT	T508	SOLUD	UAE	FL200	

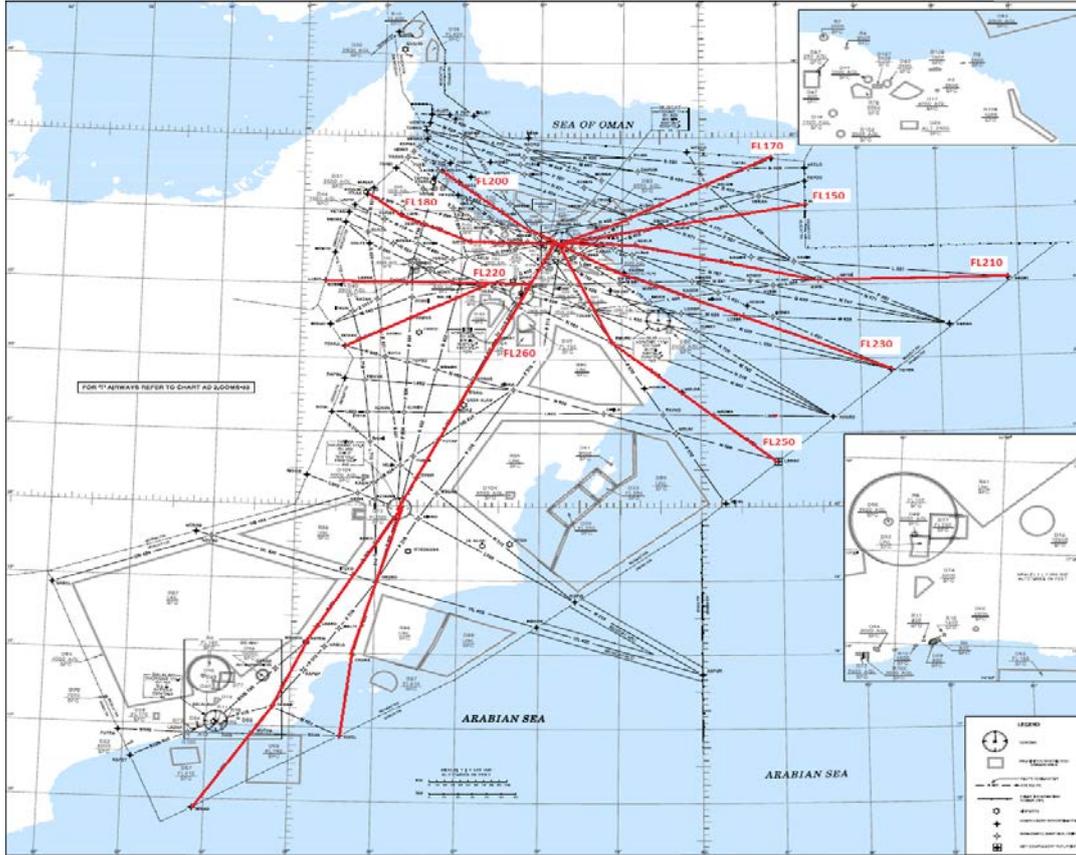


Fig. 1. Contingency Route Structure for traffic exiting Muscat TMA

TRAFFIC GROUPS	FROM FIR	OOMM ENTRY POINT	ROUTE	FL AVAILABLE	REMARKS
<b>OOMS ARRIVAL</b>	TEHRAN	DENDA	R462-VUSET-T500	FL180	
	KARACHI	TAPDO	A454-VUSET-T500	FL200	
	MUMBAI	PARAR	N767-ELIGO-L631	FL240	
	MUMBAI	REXOD	M762-SUR-T504-KARAR	FL260	
	MUMBAI	KITAL	P570-EMURU-T505	FL280	
	SANAA	IMKAD	B400-DAXAM-P316	FL270	
	JEDDAH	MIDGU	Z515-PUTSO-G216	FL230	
	UAE	RETAS	N685-PUTSO-G216	FL210	
UAE	TARDI	N629-MUSUK-T511	FL190		

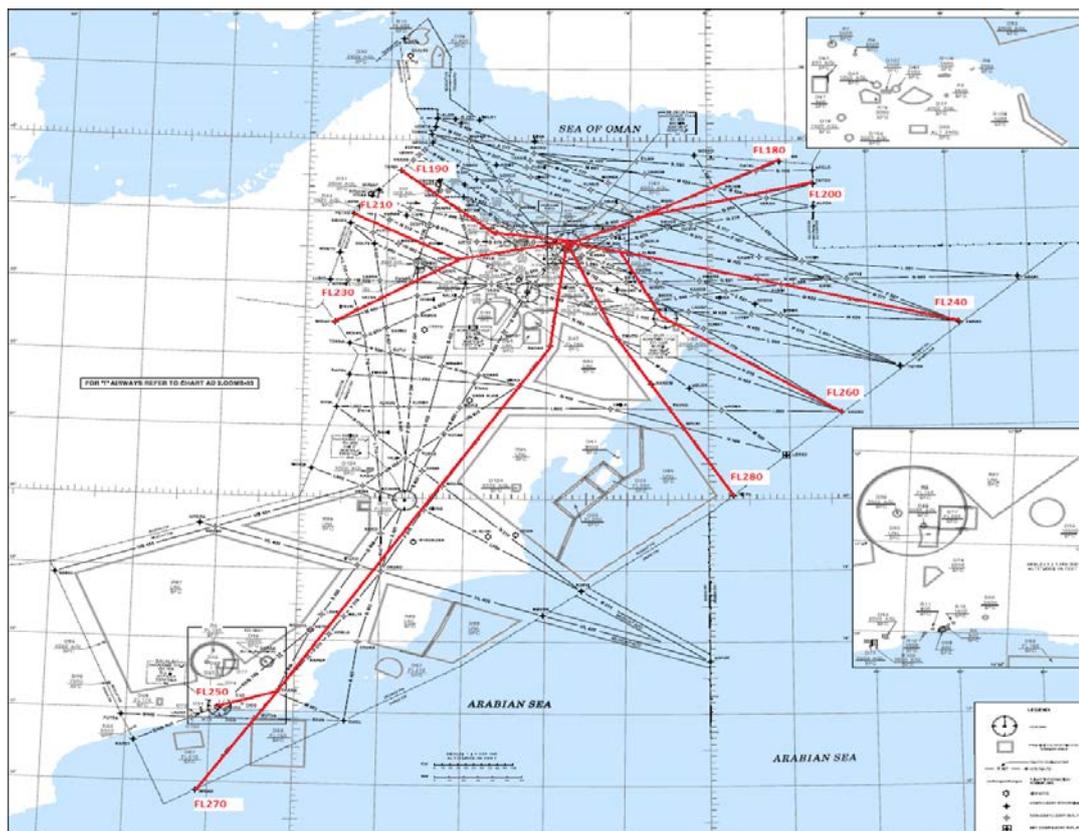


Fig. 2. Contingency route structure for traffic entering Muscat TMA

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) request States to share the information on the contingency arrangements and plans they have adopted; and
- c) discuss any relevant matters as appropriate.

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