International Civil Aviation Organization

MIDANPIRG/22 & RASG-MID/12 Meetings

(Doha, Qatar, 4 – 8 May 2025)

Agenda Item 5.3: ANS (AIM, PBN, AGA-AOP, ATM-SAR, CNS and MET)

KHARTOUM FIR RECOVERY CHALLANGES

(Presented by Sudan/CAA)

SUMMARY

This paper presents the updates from Khartoum FIR, related to the activities of Khartoum CCT.

Action by the meeting is at paragraph 3.

REFERENCE

- Khartoum FIR ATM Contingency Plan.
- MID Doc 003: MID Region Contingency Plan

1. INTRODUCTION

1.1 On 15 April 2023 Sudan Civil Aviation Authority has notified the ICAO MID Office an information regarding the interruption of the provision of air navigation services within Khartoum FIR, which were provided by Khartoum ACC due to the security unrest in Sudan. Accordingly Khartoum Contingency Coordination Team (CCT) was activated to develop required plan.

1.2 Khartoum FIR Air Traffic Management Contingency Plan has been developed in close coordination with all relevant stakeholders including those responsible for the adjacent FIRs, as well as international organizations and the airspace users concerned by the promulgation of a set of NOTAM On 15 August 2023 at 0001 UTC. This plan is posted on the ICAO website: https://www.icao.int/MID/Pages/FIR/Khartoum-FIR-Contingency-Plan.aspx .

1.3 Egypt on behalf of Sudan Issued the relevant NOTAMs

2. DISCUSSION

2.1 The Military Authority of Sudan reiterates its unwavering commitment to supporting the Civil Aviation Authority of Sudan in ensuring a secure operating environment for civil aviation. Any changes to the security situation will be promptly updated and disseminated through coordinated efforts with the Civil Aviation Authority, to uphold the safety of civil aircraft operations, all military activities and initiatives within the designated safe zone have been ceased

2.2 The Civil Military Coordination Committee continues to play a pivotal role in fostering effective collaboration and communication between civil aviation authorities and military entities. Through the concerted efforts of the CMCC, we ensure the seamless coordination of airspace management activities, contributing to the overall safety and efficiency of air traffic operations within the Khartoum FIR East Sector.

2.3 Despite the big changes to the conflict areas since the last update, the Eastern Sector, will remain as its agreed limits by coordinates 22°00'N-32°17'E, 22°00'N-38°00'E, 20°00'N-38°30'E 13°24'N-36 10'E to the point of origin, remains confirmed to be clear of any conflict.

2.4 Sudan Civil Aviation Authority (SCAA) has coducted Safety Assessment based on the requirements of ICAO Annex 11 and 19 as well as ICAO Guidance Material Doc 9859- Safety Management Manual, Doc 10084- Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones.

2.5 Based on the above demand, and as a part of SCAA plans, Sudan Civil Aviation Authority has taken actions to establish contingency ACC in Port Sudan for provision of Air Traffic Services at eastern part of Khartoum FIR.

2.6 Extended VHF is operating normal and covering all the Northern and Eastern part of Khartoum FIR.

2.7 VHF Integration is done by connecting the remote sites as follows:

- Port Sudan main station
- Dongola
- Atbara
- Kassala
- Al Damazin

2.8 Ground – Ground Communication (Hotlines) between Port Sudan (Khartoum Sub-center and Kassla, Damazin, and Dongola were established and in operations.

2.9 Surveillance (RADAR station) at Port Sudan, Al Damzin and Dongola were established and operating but not yet integrated.

2.10 Extended VHF now established to cover the whole Khartoum East Sector with frequency 127.5 MHZ.

2.11 Four stations are connected and integrated to VCCS at the Khartoum Sub- Center in Port Sudan.

2.12 The voice data is connected to Port Sudan through FO and VSAT.

2.13 Two operator positions are now in operation for ATC and one technical position for monitoring and maintenance.

2.14 The extended VHF cover all Neighboring Countries FIRs Jeddah, Cairo, ADDIS Ababa and Asmara.

2.15 The VCCS system is ready to integrate ELobied, Heglig and Elfashir when they are ready.

2.16 VHF frequency 127.5 and backup frequency 125.4 with the required coverage available for provision of ATS. In addition, Surveillance (RADAR) coverage with nominal range 250 NM in Port Sudan fully covers the Khartoum East Sector for monitoring of traffic operating on the relevant ATS routes.

2.17 ATC Unit facilities provide 24/7 services, for En-route, APP and TWR provisions.

2.18 8 CNS Engineers based in Port Sudan, and 10 CNS Engineers at the remote sites.

2.19 Competent 35 ATCOs certified radar and procedural control are resident in Port Sudan ready to provide en-route Radar services 24/7. The TWR and APP controllers in Port Sudan provide any required services; Refresher training were conducted for ATC Virtually & in person every Six months.

2.20 Flight Messages Service operating normal through a AFTN Terminal.

2.21 All messages were done through the NAVISAT network connection.

2.22 Messages can be sent/received to/from all countries.

2.23 Sudan CAA DG signed with Ethiopian CAA DG a LoP to use waypoint ALRAP in addition to he sent a letter to Egyptian CAA DG on 30/08/2023 to use waypoint SISID to support contingency measures;

2.24 Sudan CAA signed with Eretria CAA a MOU and LOP.

2.25 Khartoum-FIR-Contingency-Plan has been developed in close coordination with all relevant stakeholders including those responsible for the adjacent FIRs, as well as international organizations and the airspace users concerned. The Plan was activated by the promulgation of a set of NOTAMs.

2.26 Based on the Memorandum of Understanding (MoU, signed by South Sudan and Sudan Civil Aviation Authorities on 16 August 2018), the provision of air traffic services (ATS) in the airspace over South Sudan, above FL245, while the airspace FL245 and below is controlled by Juba Approach/Tower unit. The TMA airspace is Class C, with both Class E and G outside the TMA up to FL245.

2.27 Sudan CAA with CCT developed two contingency route over South Sudan. SCAA sent qualified personnel to support the provision of Flight Information Services from Juba FIC.

2.28 Sudan CAA has received operational request for additional contingency routes, from domestic airlines departing Port Sudan BADR Airlines and TARCO Aviation, as well as from international airlines overflying the East Sector, e.g. Ethiopian Airlines on 27 November 2023, sent a letter to SCAA request to resume overflying of the Sudanese Airspace, Austrian Airlines route LOWW/FMP from 28 Oct 2023 to 30 Mar 2024, Qatar Airways, route OTHH to DNAA, DGAA, HUEN, HKJK, DNMM and Open Skies (Agent) MMZ731 Routing LFML/FMCZ. We are expecting Air France, Turkish Airlines, Egypt Air, Condor, Lufthansa, and British Airways to request using Route P751 from the Sudan CAA once the East sector becomes operational. The safety assessment process will be conducted on a continuous basis.

2.29 Sudan CAA has received additional operational request from Ethiopian Airlines to operate schedule flights between Addis Ababa and the gulf states.

2.30 Qatar Airways requested to overfly Sudanese airspace on route from OTHH to DNAA, DGAA, HUEN, HKJK, DNMM.

2.31 As agreed in the CCT meeting; and based on operational needs that should be prioritized, the Sudan CAA will follow a phased approach to managing the airspace user demand and support it with the related safety risk assessments.

2.32 There is a tangible change to the security situation in Khartoum and Aljazeera States, with no conflict Zones. Additionally, the meeting may wish to note:

- Conflict zones has shifted to the far west of Sudan particularly in Darfur Region.
- Khartoum capital city is currently clear of any military activities.
- Khartoum Airport and Civil Aviation Authority premises are undergoing sanitization.
- Agap analysis program will be conducted by SCAA teams in respective areas.
- Works are progressing as planned, aiming to return to normality

3. ACTION BY THE MEETING

3.1 The meeting is invited to

a) note the information contained in this paper; and

b) appreciate the work of the Khartoum CCT members.

- END -